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2010 Economic Survey of the UK Fishing Fleet


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

We are especially grateful to:

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

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Contents

Using figures in this report

When reading the figures in the fleet segment chapters of this report, you may find it useful to understand more about where the figures originated and how they are calculated.

The following information is true for all segment chapters.

Fishing income figures are available to us based on the declared landings of every vessel in the UK fleet. This data comes from the MMO. In each segment report, the total income for the segment presented in Table 1 is the sum of the declared fishing income of every vessel in that segment for calendar year 2010. The average fishing income per vessel is simply the sum of fishing income divided by the number of vessels in the segment. You can check this using the figures in Table 1.

Days at sea figures and vessel characteristics figures are also based on official government data supplied to us by the MMO for every vessel in the UK fleet.

In Tables 2 and 3, we show some average ratio figures, such as average income per day at sea or average fuel use per day at sea. These figures are the average of all vessels' ratios. So, we find the income per day at sea for each vessel in the segment, then total those figures and divide by the number of vessels to find the average of income per day at sea. This figure is not the same as the segment total income divided by the segment total days at sea. For this reason, if you try to multiply figures from Tables 2 or 3 to match with segment total or average figures in Table 1, you will find that they do not match.

If you want to estimate segment total ratios, you can calculate them from the figures in Table 1.

Crew numbers are based on our interviews with skippers and vessel owners.

In Table 4, the fishing income figures are also based on the declared landings figures of every vessel in the segment. The costs profile is based on the sample of vessel accounts that vessel owners contributed during our survey and what we know about the other vessels in the segment for which we did not receive vessel accounts. Fuel cost is estimated for every vessel in the segment based on the vessel's days at sea per year, engine size and the average price of fuel for the calendar year 2010.

Introduction

The *2010 Economic Survey of the UK Fishing Fleet* provides a detailed insight into the financial and operational performance of the UK fishing fleet during 2010. This is the sixth edition of this annual report and it maintains an updated fleet segmentation.

The information presented in this publication is a comprehensive and accurate reflection of the financial performance of the UK fishing fleet and is used by a wide range of people across industry, government and academia. We hope that availability of accurate economic data and expert analysis of fleet performance will be used to enhance fisheries management and benefit the UK fleet and seafood processors in the long-run. Production of this report is only possible with the goodwill of all vessel owners (and their accountants) who participated in the survey.

Each year we try to improve the quality and usefulness of the economic data on the UK fleet. Appendix 3 at the back of the report shows criteria for including vessels in the various fleet segments. We have continued with the useful low activity and miscellaneous vessels segments.

We recommend that readers refer to the Methods section of this report as it is important in interpreting some of the information presented in the segment chapters.

The data set for this report is also used to produce individual vessel business benchmark reports for vessel owners who requested them.

Seafish fleet profit forecasts and fleet economic impact assessments of management measures also rely on the data set which is the foundation of all the economic analysis produced by Seafish Economics.

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

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Section 1: UK fleet analysis

Fleet Segmentation

There is a very wide range of vessel types, gear types and activity levels in the UK fishing fleet. Vessels range from large pelagic vessels, earning (and costing) £millions, to low-activity under 10m boats, with annual earnings of less than £10,000.

Seafish has developed a fleet segmentation which groups together vessels of comparable characteristics so that it is easier to make sense of the fleet overall. Each segment of vessels has criteria that define which vessels are included. The criteria are based on the physical characteristics of vessels, activity level, the gear used, species targeted and areas fished. By grouping vessels this way we can provide useful information on the operational and financial performance of groups of comparable vessels.

For 2010 we again defined 33 Seafish segments to categorise the UK fleet although there are some minor changes to segment definitions. The segments are shown in Table 1. Some segments have many vessels, such as the under 10m pots and traps segment which in 2010 had 993 vessels while others have very few, such as the Area VIIb-k 24-40m trawlers, with just 14 vessels. Segments contain at least nine vessels so that reliable data can be collected, robust estimates of costs and profits can be produced, and confidentiality can be assured.

For the 2010 fleet report we again have two 'low activity' segments for under 10m and 10m and over vessels. Vessels are allocated into these two segments if they had fishing income below £10,000 for 2010 and / or spent less than 20% of the average days at sea of the segment that they would otherwise be allocated to. Vessels of any type can be included in these two groups. The removal of these vessels from other segments prevents the average income being skewed by vessels which are not fully commercially active during the year in question.

Individual vessels may change from one segment to another depending on their activity and gear use in any given year.

Fishing Income

In 2010, the total income of UK vessels from recorded fish landings at home and abroad was £717million, a 6.7% increase compared to 2009 (Figure 1). Fishing income figures presented in this report are based on official landings data collected by the Marine Management Organisation (MMO), and refer to the fishing activity of every active vessel registered in the UK fleet in 2010. Fishing income not included in these figures would include landings of small amounts of seafood for personal consumption by under 10m vessels.

Average fishing income per vessel in each Seafish segment is shown in Table 1. Average fishing income per vessel for 2010 varied significantly across different segments, ranging from £33,052 for vessels under 10m using hooks to £5.3 million for pelagic vessels 40m and over.

Segment	No. of Vessels	Average Fishing Income £	Average Days at Sea
Area VII scallopers	75	457,886	189
Area VIIA demersal trawl	13	195,150	124
Area VIIA nephrops >250kW	35	202,706	168
Area VIIA nephrops <250kW	53	102,748	137
Area VIIB-K 24-40m	14	1,279,183	264
Area VIIB-K trawlers 10-24m	59	197,155	177
Gill netters	40	387,369	162
Longliners	29	505,507	158
Low activity >10m	73	4,453	19
Low activity <10m	1,695	3,192	25
Miscellaneous	40	1,370,388	129
N. Sea beam trawl >300kW	10	1,754,573	236
N. Sea beam trawl <300kW	27	109,181	107
N. Sea nephrops >300kW	96	441,341	182
N. Sea nephrops <300kW	73	149,020	124
NSWOS demersal >24m	44	1,422,519	227
NSWOS demersal pairs	37	831,599	178
NSWOS demersal seiners	20	656,742	138
NSWOS demersal <24m >300kW	46	610,336	167
NSWOS demersal <24m <300kW	29	222,797	141
NSWOS scallopers	50	228,759	158
Pelagic >40m	30	5,303,626	51
Pots and traps 10-12m	175	100,925	169
Pots and traps >12m	79	293,397	187
S. West beamers >250kW	22	648,412	212
S. West beamers <250kW	19	512,720	245
<10m demersal trawl/seine	205	57,236	99
<10m drift and/or fixed nets	247	41,448	91
<10m mobile other	75	57,613	77
<10m pots and traps	993	46,661	111
<10m using hooks	136	33,052	79
WOS nephrops >250kW	29	235,006	188
WOS nephrops <250kW	105	132,645	168
Total UK fleet (active vessels)	4,673		

Table 1: Fishing income and days at sea by Seafish segment (Source: MMO and Seafish)

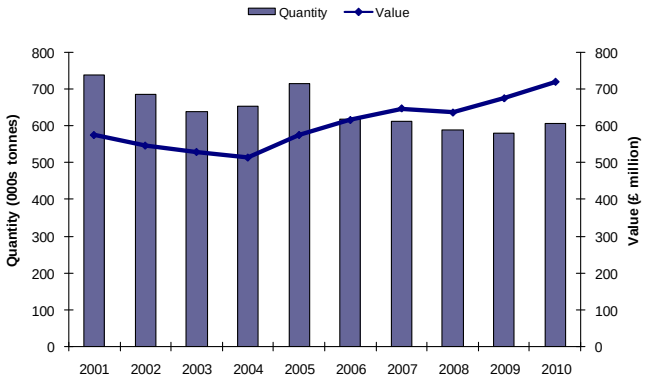

Figure1: Fish landings by UK vessels (Source: MMO)

Total quantity (or volume) of fish landings by UK vessels increased by around 4.4% in 2010 compared to 2009, while the total value of landings increased by about 6.7%, indicating an overall increase in average prices in 2010, see Figure 1.

Figure 2 shows that the 2010 average prices per tonne of shellfish remained relatively stable since 2008. Average prices for demersal species rose by around 5% to £1,626 per tonne from 2009 to 2010, while average prices for pelagic species decreased by around 5% to £625 per tonne.

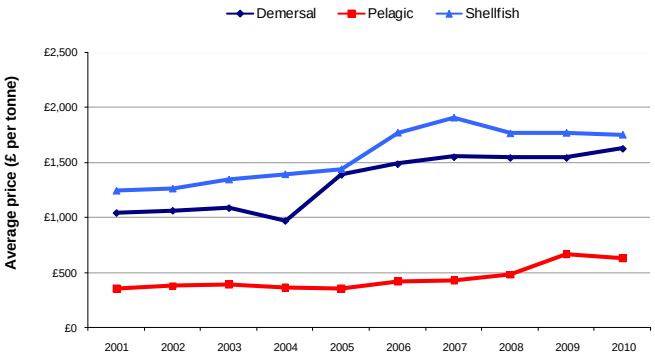

Figure 2: Average value of species groups (Source: MMO)

Fishing income is driven by the amount (volume) of fish that vessels catch per day and the price obtained for the fish landed. Table 2 shows the tonnes landed per day at sea, the average price per tonne landed for all species combined and the average fishing income per day at sea for each fleet segment. There is significant variation across segments in volume landed per day, price per tonne and fishing income per day. For example the North Sea and West of Scotland (NSWOS) demersal trawl and seine vessels 24m and over landed 3.82 tonnes per day and had an average fishing income per day at sea of over £6,000, while vessels under 10m using pots and traps landed 0.2 tonnes per day and had an average fishing income per day of £533. The small pots and traps vessels obtained a much higher price per tonne however.

Segment	Average per vessel		
	Landings per day (tonnes)	Price per tonne (£)	Income per day (£)
Area VII scallopers	1.46	1,546	2,119
Area VIIA demersal trawl	0.92	1,670	1,332
Area VIIA nephrops >250kW	0.80	1,549	1,182
Area VIIA nephrops <250kW	0.52	1,444	732
Area VIIB-K 24-40m	1.83	2,673	4,763
Area VIIB-K trawlers 10-24m	0.49	2,217	1,039
Gill netters	0.78	2,816	1,958
Longliners	1.60	2,703	3,052
Low activity >10m	0.14	1,651	229
Low activity <10m	0.10	3,810	197
Miscellaneous	10.43	2,391	12,226
N.Sea beam trawl >300kW	4.15	1,865	7,465
N.Sea beam trawl <300kW	0.53	2,113	915
N.Sea nephrops >300kW	1.10	2,110	2,324
N.Sea nephrops <300kW	0.52	2,102	1,041
NSWOS demersal >24m	3.82	1,698	6,071
NSWOS demersal pairs	3.32	1,402	4,600
NSWOS demersal seiners	3.40	1,369	4,489
NSWOS demersal <24m >300kW	2.03	1,867	3,553
NSWOS demersal <24m <300kW	1.03	2,369	1,452
NSWOS scallopers	0.72	2,099	1,413
Pelagic over 40m	193.74	632	128,242
Pots and traps 10-12m	0.30	3,651	628
Pots and traps over 12m	1.09	2,135	1,483
S.West beam trawl >250kW	1.13	2,663	2,944
S.West beam trawl <250kW	0.71	3,015	2,018
<10m demersal trawl/seine	0.25	2,651	580
<10m drift and/or fixed nets	0.24	3,166	491
<10m mobile other	0.49	2,240	856
<10m pots and traps	0.22	4,315	533
<10m using hooks	0.19	3,334	514
WOS nephrops >250kW	0.65	2,040	1,226
WOS nephrops <250kW	0.36	2,336	767

Table 2: Average vessel landings per day and average prices, by Seafish segment (Source: MMO and Seafish)

Operating Costs

Fishing vessels incur a range of operating costs which are often split into two groups: fishing costs and vessel costs. Fishing costs include fuel and oil, boxes, ice, food and stores, sales commission, harbour dues, subscriptions and levies, shore labour, travel costs, quota leasing, days at sea purchase and crew share (wages). Fishing costs vary depending on the amount of vessel activity and the value and volume of landings. Vessel costs comprise gear and vessel repairs, insurance, administration, and the purchase, hire and maintenance of electronic equipment. Many vessel costs are fixed, regardless of level of vessel activity during the year.

Average vessel operating costs for each segment in 2010 are shown in Table 3. Seafish estimates show that average operating costs ranged from 107% of average income for North Sea Nephrops trawlers under 300 kW to 65% of average income for vessels under 10m using drift and or fixed nets.

In Table 3 the column showing average per vessel operating costs as % of income, is the average operating cost per vessel divided by the average income per vessel, rather than the average of all vessels' ratios of operating costs as percent of income. This is also true for the segment chapters.

Segment	Average per vessel		
	Annual operating costs (£)	Operating costs as % of income	Fuel cost as % of income
Area VII scallopers	402,633	79%	13%
Area VIIA demersal trawl	169,165	86%	21%
Area VIIA nephrops over 250kW	175,287	85%	24%
Area VIIA nephrops under 250kW	94,605	88%	17%
Area VIIB-K trawlers 10-24m	159,352	73%	14%
North Sea beam trawl >300kW	1,370,543	78%	34%
North Sea nephrops >300kW	408,118	86%	24%
North Sea nephrops <300kW	185,849	107%	22%
NSWOS demersal >24m	1,399,445	84%	23%
NSWOS demersal pair trawl seine	759,546	89%	12%
NSWOS demersal seiners	585,866	86%	11%
NSWOS demersal <24m >300kW	518,222	78%	19%
NSWOS demersal <24m <300kW	203,811	76%	14%
NSWOS scallopers	255,448	106%	18%
Pots and traps 10-12m	92,893	88%	9%
Pots and traps >12m	274,762	90%	15%
S.West beamers >250kW	680,621	103%	24%
S.West beamers <250kW	433,452	84%	21%
<10m demersal trawl/seine	50,461	75%	12%
<10m drift and/or fixed nets	34,745	65%	8%
<10m mobile other	44,699	78%	12%
<10m pots and traps	38,636	74%	12%
<10m using hooks	28,022	80%	7%
WOS nephrops >250kW	254,303	101%	23%
WOS nephrops <250kW	117,761	83%	19%

Table 3: Average vessel costs by Seafish segment (Source: Seafish)

Fuel

In 2010 oil prices continued on a generally increasing trend, although they did not reach the levels experienced by the UK fleet in the summer of 2008. The trend of quayside prices being higher in relation to international oil prices than they had been previously continued. The latest data suggests that 2012 oil prices have once again risen to and at some points exceeded those observed in 2008 (see Figure 3.)

The amount of fuel consumed varies significantly between segments, with total annual spend on fuel ranging from 6% of income for under 10m vessels using hooks to 34% of income for North Sea beam trawlers over 300kW. For most segments the cost of fuel continued to represent a significant percentage of earnings and was in most cases the largest or second largest element of costs.

Table 4 shows the average vessel fuel consumption and cost per segment. The average fuel consumption in litres per day at sea ranged from 73 litres for Under 10m vessels using hooks to 6,205 litres per day for the North Sea beam trawlers 300kW and over. The average daily fuel cost ranged from £29 per day for under 10m vessels using hooks to £2500 for North Sea beam trawlers over 300kW.

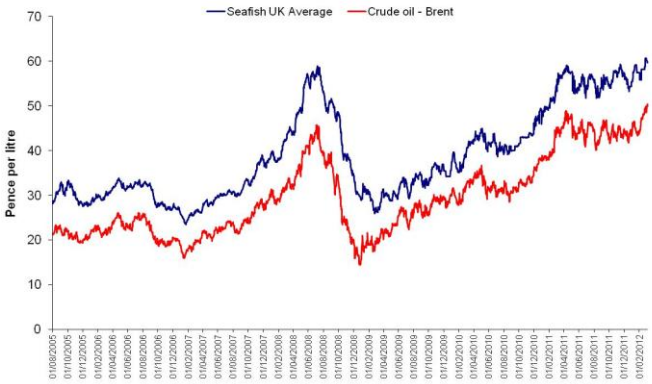

Figure 3: Oil price and marine fuel price (Source: Seafish)

Segment	Average per vessel		
	Annual fuel Cost (£)	Fuel cost per day (£)	Litres per day
Area VII scallopers	66,306	323	799
Area VIIA demersal trawl	40,494	311	769
Area VIIA nephrops >250kW	49,875	298	736
Area VIIA nephrops <250kW	18,019	130	322
Area VIIB-K 10-24m	31,326	174	431
N.Sea beam trawl >300kW	593,284	2512	6,205
N.Sea nephrops >300kW	114,850	621	1,533
N.Sea nephrops <300kW	38,949	282	696
NSWOS demersal >24m	383,313	1645	4,064
NSWOS demersal pair trawl seine	104,108	583	1,441
NSWOS demersal seiners	74,361	510	1,260
NSWOS demersal <24m >300kW	128,945	748	1,848
NSWOS demersal <24m <300kW	37,794	259	640
NSWOS scallopers	43,495	260	642
Pots and traps 10-12m	9,501	55	136
Pots and traps >12m	46,800	244	604
S.West beamers >250kW	160,355	736	1,818
S.West beamers <250kW	109,222	438	1,082
<10m demersal trawl/seine	7,881	79	196
<10m drift and/or fixed nets	4,044	42	103
<10m mobile other	7,116	91	225
<10m pots and traps	6,258	54	134
<10m using hooks	2,482	29	73
WOS nephrops >250kW	57,627	307	759
WOS nephrops <250kW	27,190	158	390

Table 4: Fuel consumption and cost by Seafish segment (Source: Seafish)

Profit

Operating profit is calculated as total income less operating costs. Seafish estimates that the total operating profit of the UK fleet in 2010 was £172 million, giving an operating profit margin of 21.5% of total fleet earnings. Although the amount of operating profit increased 10.4% from 2009, operating profit margin decreased by 6.6%. These figures include estimates of operating profit for all segments, including those not shown in detail in this report.

Seafish estimates that 4 out of 25 Seafish fleet segments on average made an operating loss in 2010; see table 5. Average operating profit/loss as a percentage of earnings ranged from 35% for vessels under 10m using drift and or fixed nets to -7% for the North Sea nephrops under 300kW segment.

Net profit is operating profit less other finance costs, depreciation and interest. Seafish estimates that total net profit of the UK fleet in 2010, was £86 million, giving a net profit margin of 10.8% of total fleet earnings, compared to 8.4% in 2009.

Seafish estimates that 5 out of 25 fleet segments on average made a net loss in 2010. Net profit/loss as a percentage of earnings ranged from 24% for Area VIIb-k trawlers 10-24m to -31% for the North Sea and West of Scotland scallopers.

Segment	Average per vessel		
	Operating profit (£)	Operating profit margin	Net profit margin
Area VII scallopers	108,168	21%	16%
Area VIIA demersal trawl	27,244	14%	11%
Area VIIA nephrops >250kW	32,027	15%	11%
Area VIIA nephrops <250kW	13,121	12%	5%
Area VIIB-K trawlers 10-24m	58,055	27%	24%
N.Sea beam trawl >300kW	388,761	22%	17%
N.Sea nephrops >300kW	65,983	14%	2%
N.Sea nephrops <300kW	-12,087	-7%	-15%
NSWOS demersal over 24m	272,132	16%	9%
NSWOS demersal pair trawl seine	96,940	11%	3%
NSWOS demersal seiners	93,378	14%	-2%
NSWOS demersal <24m >300kW	144,175	22%	13%
NSWOS demersal <24m <300kW	62,746	24%	16%
NSWOS scallopers	-13,326	-6%	-31%
Pots and traps 10-12m	13,248	12%	7%
Pots and traps >12m	28,987	10%	1%
S.West beamers > 250kW	-22,583	-3%	-10%
S.West beamers < 250kW	82,347	16%	13%
<10m demersal trawl/seine	16,508	25%	12%
<10m drift and/or fixed nets	18,332	35%	22%
<10m mobile other	12,915	22%	5%
<10m pots and traps	13,886	26%	18%
<10m using hooks	6,854	20%	15%
WOS nephrops >250kW	-1,714	-1%	-3%
WOS nephrops <250kW	23,817	17%	10%

Table 5: Average profit and profit margin by Seafish segment (Source: Seafish)

2.1 Area VII scallop dredge

- The segment comprised 75 vessels with an average length of 20m
- In total the segment landed 23,034 tonnes of seafood worth £34.3 million in 2010
- On average, these vessels landed 307 tonnes, worth £457,886
- Scallops was the key species for this segment
- On average vessels made an operating profit of £108,168 in 2010

2010	Segment Total	Average per vessel
Active Vessels	75	-
Length (m)	-	20
Power (kW)	25,434	339
Registered Tonnage (GT)	6,757	90
VCU	20,301	271
Landings (Tonnes)	23,034	307
Fishing Income (£)	34,341,459	457,886
Days at Sea	14,144	189
Vessel Age	-	28
Crew	304	4

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VII scallop dredge vessels are based at a number of ports along the west and south coasts of the UK including Brixham, Kirkcudbright and Exmouth. In 2010 there were substantially more vessels active in this segment and higher total value of landings than in 2009.

Vessels in this segment spent on average 189 days at sea in 2010 targeting mostly scallops. On average vessels had 4 crew members and the segment employed 304 fishermen in total.

Income

The segment landed 23,034 tonnes of seafood worth £34.3 million in 2010. Therefore on average, active vessels landed 307 tonnes, worth £457,886.

Scallops was the most important species to this segment in terms of both value and volume. Scallops accounted for 90% of the volume of landings and 88% of value. The segment's average price for scallops was slightly below the UK fleet average price for scallops, see Figure 3.

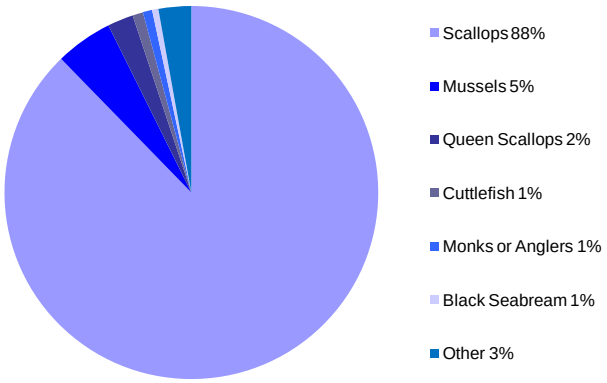

Figure 1. Value landings composition (Source: MMO, Seafish)

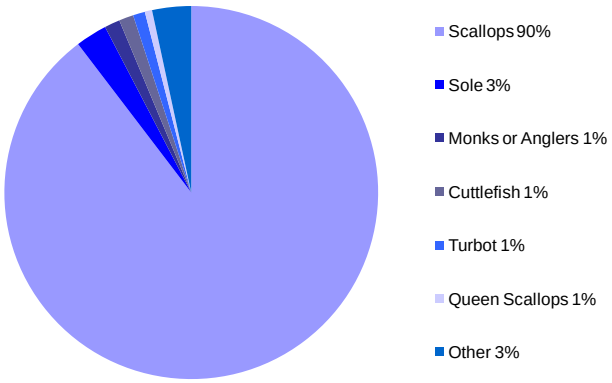

Figure 2. Volume landings composition (Source: MMO, Seafish)

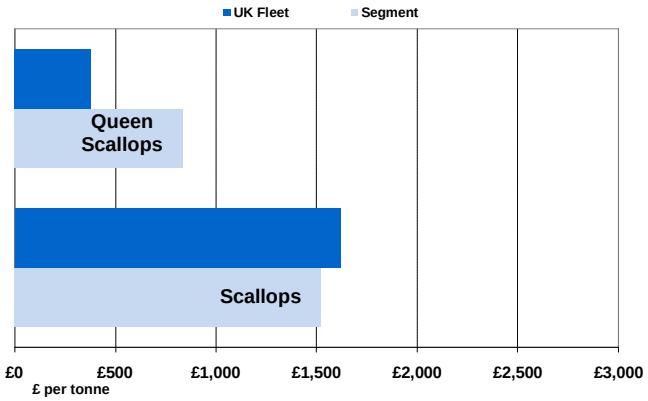

Figure 3. Average prices of key species (Source: MMO, Seafish)

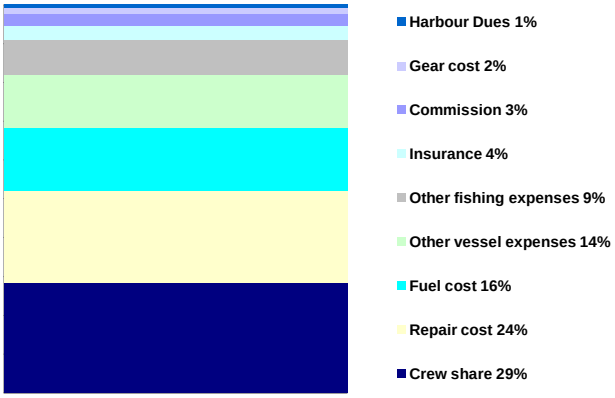

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 1.5 tonne per day, obtained £1,546 per tonne and therefore earned £2,119 per day at sea. There was some variation between prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 1.82 compared to a segment average of 1.46 and 0.69 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	684,362	457,886	135,432
Tonnes / day	1.82	1.46	0.69
£ per tonne	1,629	1,546	1,524
£ per day	2,894	2,119	953
Days at Sea	207	189	152

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £402,633 or 79% of total income. There was variation between quartiles, with total operating costs for the most profitable quartile equating to 75% of income compared to 90% in the least profitable quartile, see figure 5. Crew share was the largest fishing cost, on average accounting for 29% of costs, see figure 4.

Fuel

Table 3 shows that on average, vessels consumed 799 litres per day at sea costing £323 per day. Fuel consumption per day ranged from an average of 621 litres for vessels in the bottom quartile to an average of 739 litres for vessel in the top quartile.

On average, vessels consumed 683 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 427 litres and 1,074 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	68,982	66,306	36,281
Annual Litres	170,368	163,758	89,605
Cost per day at sea	299	323	251
Litres per day at sea	739	799	621
Litres per tonne landed	427	683	1,074

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £108,168 and after deducting depreciation and interest, vessels made on average a net profit of £79,403. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £195,864 (25% of total income) compared to the bottom quartile average operating profit of £13,563 (10% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

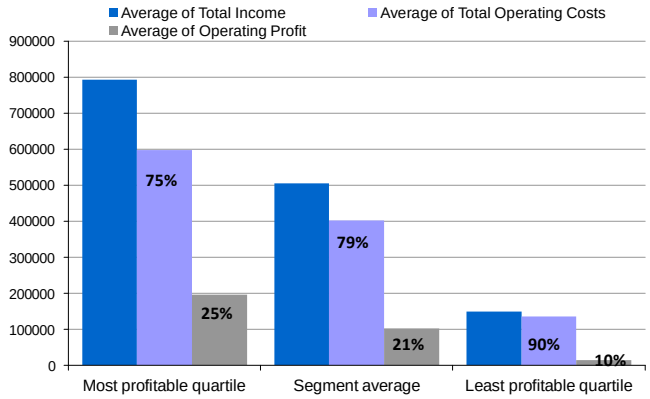

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	457,886	90%
Non-fishing Income	52,915	10%
Total Income	510,801	100%
Fuel costs	66,306	13%
Crew share	116,103	23%
Other Fishing Costs	36,142	7%
Total Fishing Costs	218,550	43%
Total Vessel Costs	184,083	36%
Total Operating Costs	402,633	79%
Operating Profit	108,168	21%
Depreciation	19,049	4%
Interest	9,148	2%
Other finance costs	568	0%
Net Profit	79,403	16%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.2 Area VIIA demersal trawl

- The segment comprised 13 vessels with an average length of 19m
- In total the segment landed 1,854 tonnes of seafood worth £2.5million in 2010
- On average, these vessels landed 143 tonnes, worth £195,150
- Haddock and cod were the key species for this segment
- On average vessels made an operating profit of £27,244 in 2010

2010	Segment Total	Average per vessel
Active Vessels	13	-
Length (m)	-	19
Power (kW)	4,305	331
Registered Tonnage (GT)	1,268	98
VCU	3,491	269
Landings (Tonnes)	1,854	143
Fishing Income (£)	2,536,956	195,150
Days at Sea	1,615	124
Vessel Age	-	33
Crew	53	4

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VIIA demersal trawlers over 10m vessels are based at a number of ports along the west and south coasts of the UK including Brixham, Kirkcudbright and Exmouth and. This segment also includes are vessels fishing out of Kilkeel and Ardglass in Northen Ireland. In 2010 there were more vessels active in this segment than in 2009 and their average size was greater than in 2009.

Vessels in this segment spent on average 124 days at sea in 2010 targeting mostly haddock and cod. On average vessels had 4 crew members and the segment employed 53 fishermen in total.

Income

The segment landed 1,854 tonnes of seafood worth £2.5 million in 2010. Therefore on average, active vessels landed 143 tonnes, worth £195,150.

Haddock was the most important species to this segment in terms of both volume and value. Haddock accounted for 49% of the volume of landings and 33% of value with cod accounting for 11% and 18% respectively. The segment's average price for haddock was below the UK fleet average price for haddock, see Figure 3.

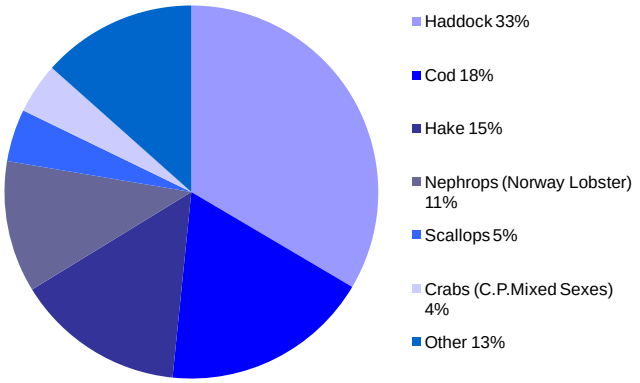

Figure 1. Value landings composition (Source: MMO, Seafish)

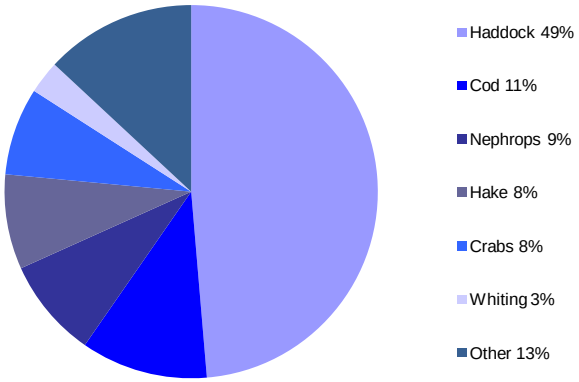

Figure 2. Volume landings composition (Source: MMO, Seafish)

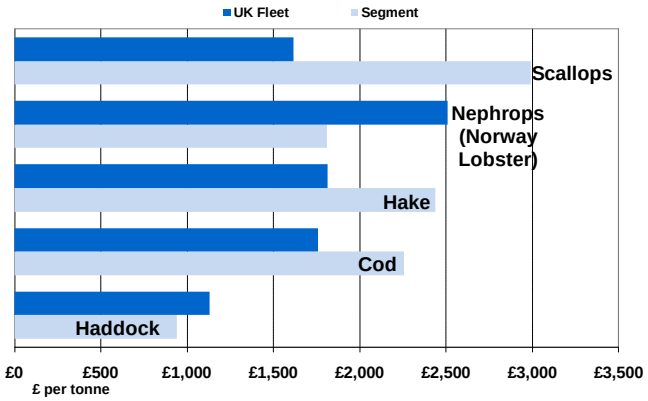

Figure 3. Average prices of key species (Source: MMO, Seafish)

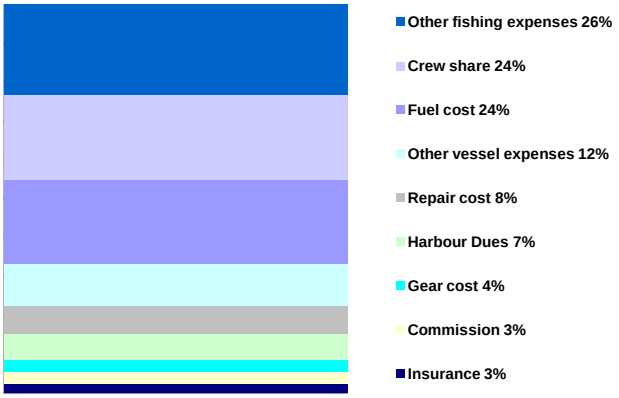

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.9 tonnes per day, obtained £1,670 per tonne and therefore earned £1,333 per day at sea. There was some variation between prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 1.81 compared to a segment average of 0.92 and 0.49 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	385,292	195,150	49,242
Tonnes / day	1.81	0.92	0.49
£ per tonne	1,693	1,670	1,534
£ per day	2,223	1,333	756
Days at Sea	157	124	67

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £169,165 or 86% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 80% of income compared to 104% in the least profitable quartile. Fuel and crew share were the largest fishing costs, on average each accounting for 24% of total operating costs.

Fuel

On average, vessels consumed 769 litres per day at sea costing £311 per day. Fuel consumption per day ranged from an average of 750 litres for vessels in the bottom quartile to an average of 833 litres for vessel in the top quartile.

On average, vessels consumed 1,128 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 706 litres and 1,534 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	56,619	40,494	19,283
Annual Litres	139,833	100,010	47,625
Cost per day at sea	337	311	304
Litres per day at sea	833	769	750
Litres per tonne landed	706	1,128	1,534

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £27,244 and after deducting depreciation and interest, vessels made on average a net profit of £21,816. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £77,118 (20% of total income) compared to the bottom quartile average operating loss of £2,191 (-4% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

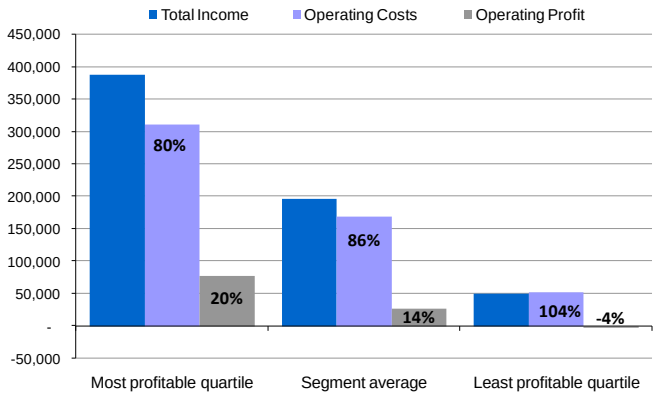

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	195,150	99%
Non-fishing Income	1,258	1%
Total Income	196,409	100%
Fuel costs	40,494	21%
Crew share	41,164	21%
Other Fishing Costs	43,209	22%
Total Fishing Costs	124,866	64%
Total Vessel Costs	44,299	23%
Total Operating Costs	169,165	86%
Operating Profit	27,244	14%
Depreciation	3,374	2%
Interest	2,053	1%
Other finance costs		0%
Net Profit	21,816	11%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.3 Area VIIA nephrops 250kW and over

- The segment comprised 35 vessels with an average length of 20m
- In total the segment landed 4,694 tonnes of seafood worth £7.1million in 2010
- On average, these vessels landed 134 tonnes, worth £202,706
- Nephrops was the key species for this segment
- On average vessels made an operating profit of £32,027 in 2010

2010	Segment Total	Average per vessel
Active Vessels	35	-
Length (m)	-	20
Power (kW)	11,827	338
Registered Tonnage (GT)	3,426	98
VCU	9,640	275
Landings (Tonnes)	4,694	134
Fishing Income (£)	7,094,716	202,706
Days at Sea	5,872	168
Vessel Age	-	34
Crew	174	5

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VIIa nephrops vessels over 250kW are based at a number of ports along the east coast of Northern Ireland and the west coasts of Scotland and England. All vessels in this segment are 10m or over. The power of the main engine has been used to make a clearer segment definition than segmenting by single or twin rig.

Vessels in this segment spent on average 168 days at sea in 2010 targeting mostly nephrops. On average vessels had 5 crew members and the segment employed 174 fishermen in total.

Income

The segment landed 4,694 tonnes of seafood worth £7.1million in 2010. Therefore on average, active vessels landed 134 tonnes, worth £202,706.

Nephrops was the most important species to this segment in terms of both value and volume. The segment's average price for nephrops was well below the UK fleet average price for nephrops, see Figure 3.

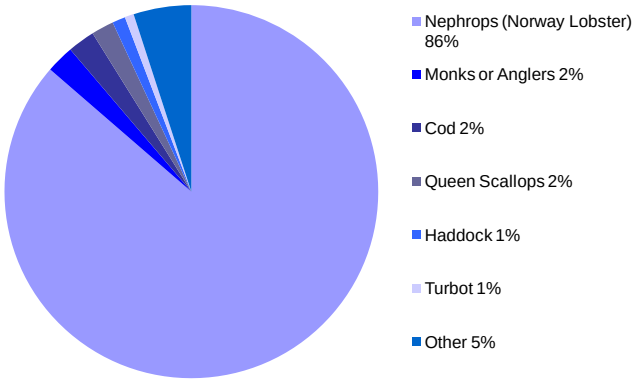

Figure 1. Value landings composition (Source: MMO, Seafish)

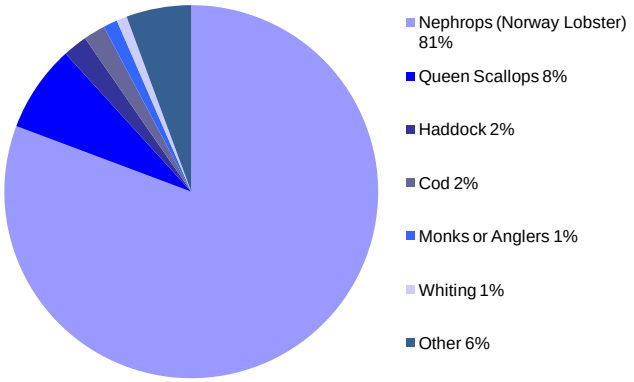

Figure 2. Volume landings composition (Source: MMO, Seafish)

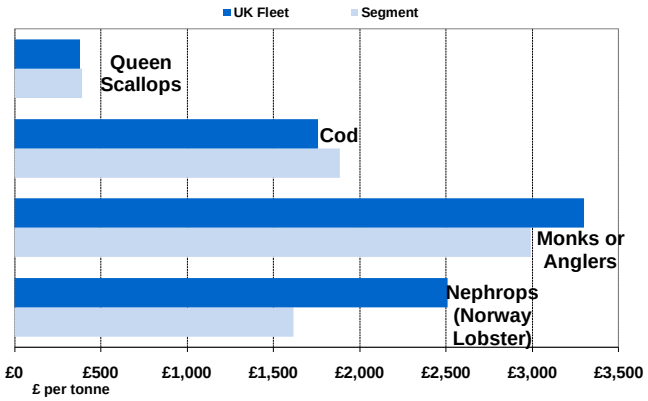

Figure 3. Average prices of key species (Source: MMO, Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.8 tonnes per day, obtained £1,549 per tonne and therefore earned £1,182 per day at sea. There was little variation in prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 1.11 compared to a segment average of 0.80 and 0.54 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	289,756	202,706	97,930
Tonnes / day	1.11	0.80	0.54
£ per tonne	1,512	1,549	1,529
£ per day	1,621	1,182	734
Days at Sea	176	168	135

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £175,287 or 85% of total income. There was some variation between quartiles, with total operating costs for the most profitable quartile equating to 79% of income compared to 99% in the least profitable quartile. Fuel and crew share were the largest fishing costs, on average accounting for 28% and 20% of total operating costs respectively.

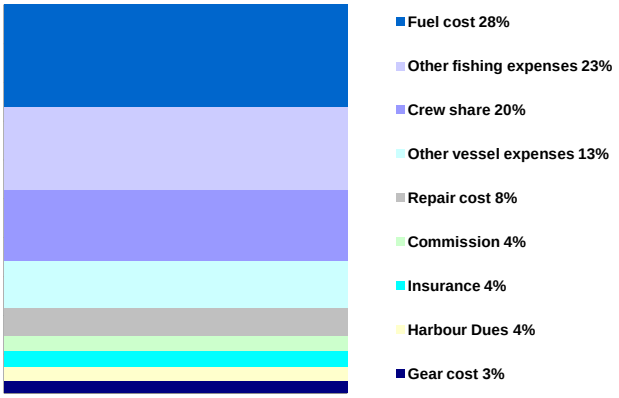

Figure 4. Operating costs breakdown (Source: Seafish)

Fuel

On average, vessels consumed 736 litres per day at sea costing £298 per day. Fuel consumption per day ranged from an average of 717 litres for vessels in the bottom quartile to an average of 763 litres for vessel in the top quartile.

On average, vessels consumed 1,064 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 715 litres and 1,545 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	55,472	49,875	38,317
Annual Litres	137,002	123,178	94,633
Cost per day at sea	309	298	290
Litres per day at sea	763	736	717
Litres per tonne landed	715	1,064	1,545

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £32,027 and after deducting depreciation and interest, vessels made on average a net profit of £22,757. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £61,602 (21% of total income) compared to the bottom quartile average operating profit of £1,251 (1% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

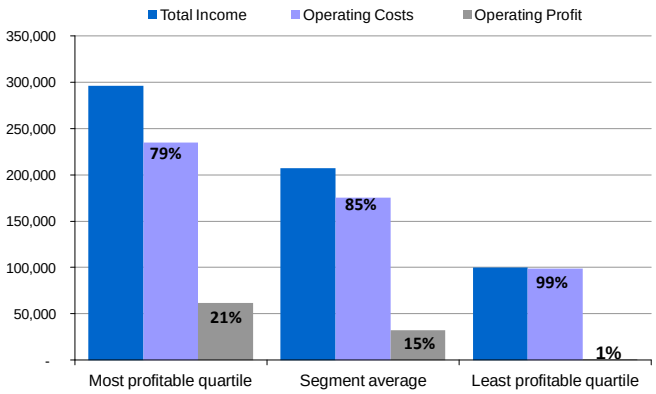

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	202,706	98%
Non-fishing Income	4,608	1%
Total Income	207,314	100%
Fuel costs	49,875	24%
Crew share	34,198	16%
Other Fishing Costs	40,401	19%
Total Fishing Costs	124,474	60%
Total Vessel Costs	50,813	25%
Total Operating Costs	175,287	85%
Operating Profit	32,027	15%
Depreciation	7,036	3%
Interest	2,234	1%
Other finance costs	0	0%
Net Profit	22,757	11%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.4 Area VIIA nephrops under 250kW

- The segment comprised 53 vessels with an average length of 15m
- In total the segment landed 3,838 tonnes of seafood worth £5.4 million in 2010
- On average, these vessels landed 72 tonnes, worth £102,748
- Nephrops was the key species for this segment
- On average vessels made an operating profit of £13,120 in 2010

2010	Segment Total	Average per vessel
Active Vessels	53	-
Length (m)	-	15
Power (kW)	9,116	172
Registered Tonnage (GT)	2,259	43
VCU	8,340	157
Landings (Tonnes)	3,838	72
Fishing Income (£)	5,445,638	102,748
Days at Sea	7,274	137
Vessel Age	-	35
Crew	229	4

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VIIa nephrops vessels with main engine power of 250kW and under are based at a number of ports along the east coast of Northern Ireland and the west coasts of Scotland and England. All vessels in this segment are 10m or under. The power of the main engine has been used to make a clearer segment definition than segmenting by single or twin rig.

Vessels in this segment spent on average 137 days at sea in 2010 targeting mostly nephrops. On average vessels had 4 crew members and the segment employed 229 fishermen in total.

Income

The segment landed 3,838 tonnes of seafood worth £5.4 million in 2010. Therefore on average, active vessels landed 72 tonnes, worth £102,748.

Nephrops was the most important species to this segment in terms of both value and volume. The segment's average price for nephrops was well below the UK fleet average price for nephrops, see Figure 3.

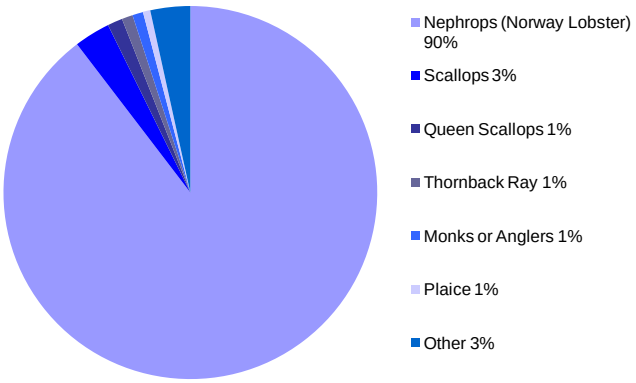

Figure 1. Value landings composition (Source: MMO, Seafish)

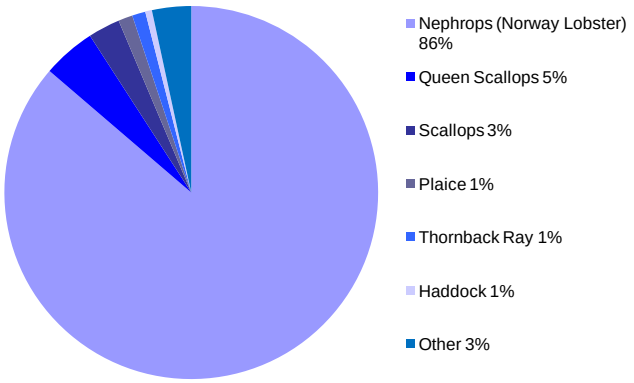

Figure 2. Volume landings composition (Source: MMO, Seafish)

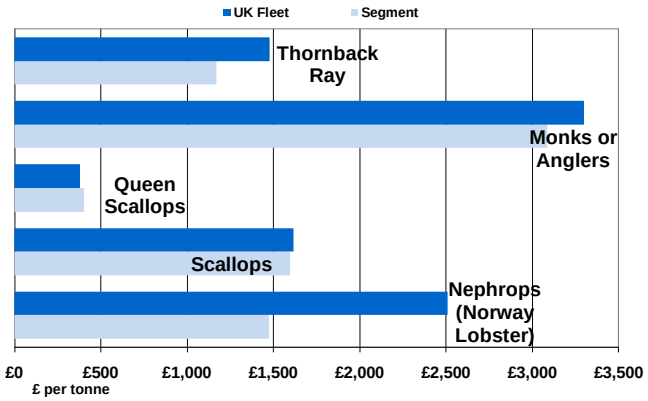

Figure 3. Average prices of key species (Source: MMO, Seafish)

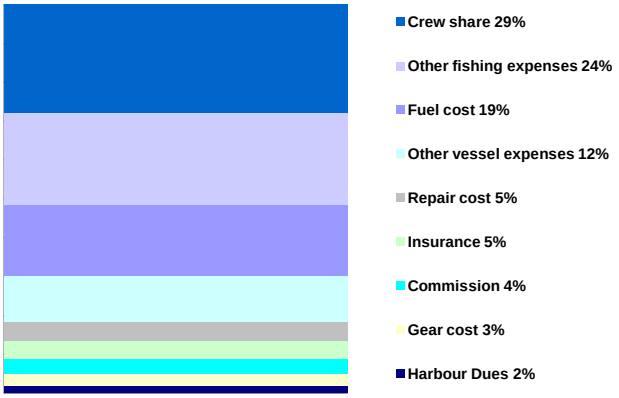

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.5 tonnes per day, obtained £1,444 per tonne and therefore earned £732 per day at sea. There was little variation in prices per tonne achieved between quartiles. Vessels in the top quartile landed 0.61 tonnes per day compared to a segment average of 0.52 and 0.43 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	113,495	102,748	60,397
Tonnes / day	0.61	0.52	0.43
£ per tonne	1,402	1,444	1,499
£ per day	839	732	581
Days at Sea	136	137	99

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £94,605 or 88% of total income. There was a slight variation between quartiles, with total operating costs for the most profitable quartile equating to 81% of income compared to 96% in the least profitable quartile. Crew share was the largest fishing costs, on average accounting for 29% of total operating costs.

Fuel

On average, vessels consumed 322 litres per day at sea costing £130 per day. Fuel consumption per day ranged from an average of 374 litres for vessels in the bottom quartile to an average of 225 litres for vessel in the top quartile.

On average, vessels consumed 679 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 382 litres and 1,017 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	12,337	18,019	15,585
Annual Litres	30,469	44,502	38,492
Cost per day at sea	91	130	151
Litres per day at sea	225	322	374
Litres per tonne landed	382	679	1,017

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £13,121 and after deducting depreciation and interest, vessels made on average a net profit of £5,840. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £22,060 (19% of total income) compared to the bottom quartile average operating profit of £2,719 (4% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

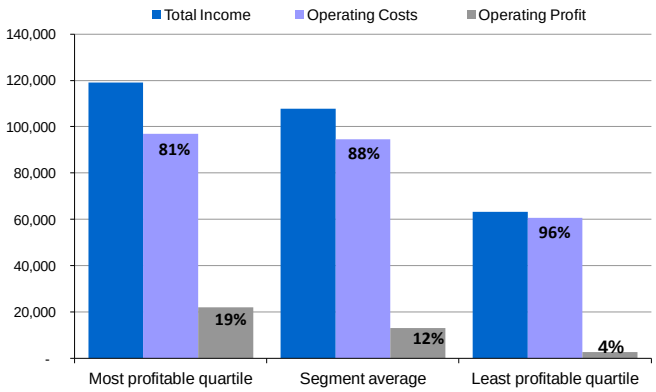

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	102,748	95%
Non-fishing Income	4,977	5%
Total Income	107,725	100%
Fuel costs	18,019	17%
Crew share	27,418	25%
Other Fishing Costs	23,087	21%
Total Fishing Costs	68,524	64%
Total Vessel Costs	26,081	24%
Total Operating Costs	94,605	88%
Operating Profit	13,121	12%
Depreciation	6,275	6%
Interest	1,005	1%
Other finance costs	0	0%
Net Profit	5,840	5%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.5 Area VIIB-K trawlers 10m - 24m

- The segment comprised 59 vessels with an average length of 13m
- In total the segment landed 5,465 tonnes of seafood worth £11.6 million in 2010
- On average, these vessels landed 93 tonnes, worth £197,155
- A wide spectrum of species was landed by this segment
- On average vessels made an operating profit of £58,054 in 2010

2010	Segment Total	Average per vessel
Active Vessels	59	-
Length (m)	-	13
Power (kW)	11,082	188
Registered Tonnage (GT)	2,033	34
VCU	8,902	151
Landings (Tonnes)	5,465	93
Fishing Income (£)	11,632,132	197,155
Days at Sea	10,419	177
Vessel Age	-	23
Crew	184	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VIIB-K trawlers 10m-24m are based at a number of ports along the west and south coasts of the UK including Brixham, Kirkcudbright and Exmouth.

Vessels in this segment spent on average 177 days at sea in 2010 targeting a mix of white fish and other species. On average vessels had 3 crew members and the segment employed 184 fishermen in total.

Income

The segment landed 5,465 tonnes of seafood worth £11.6 million in 2010. Therefore on average, active vessels landed 93 tonnes, worth £197,155.

Lemon sole was the single most important species to this segment in terms of both value and volume. Lemon sole accounted for 13% of the volume of landings and 24% of value although a wide variety of other species accounted for the majority of this segment's value of landings. The segment's average price for lemon sole was more than the UK fleet average price for lemon sole, see Figure 3.

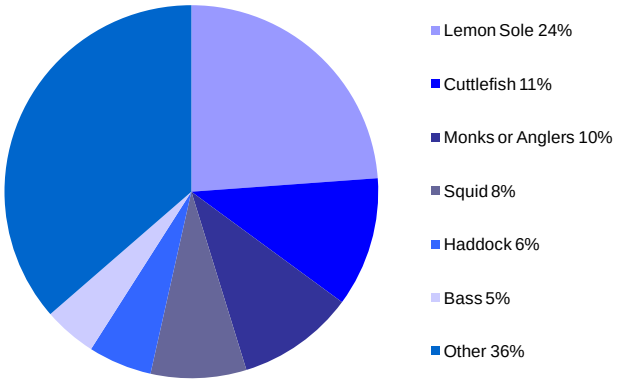

Figure 1. Value landings composition (Source: MMO, Seafish)

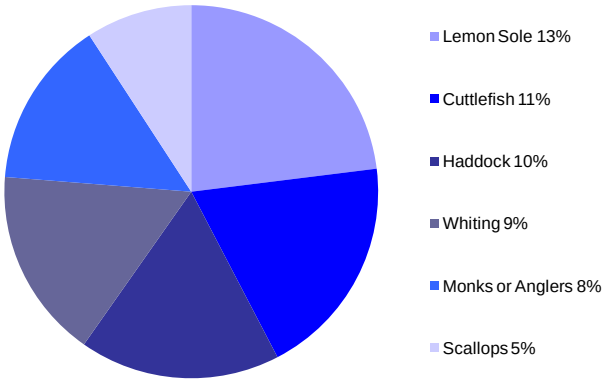

Figure 2. Volume landings composition (Source: MMO, Seafish)

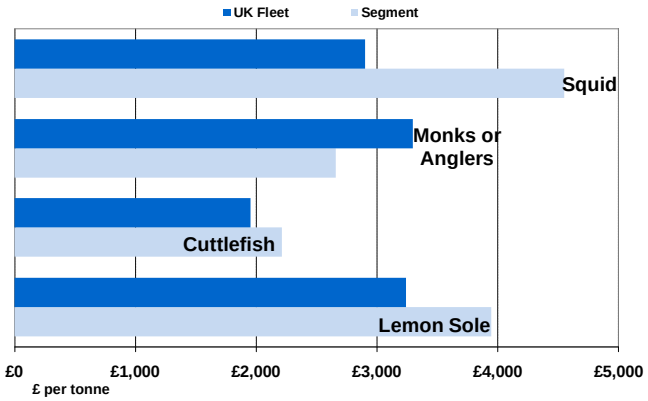

Figure 3. Average prices of key species (Source: MMO, Seafish)

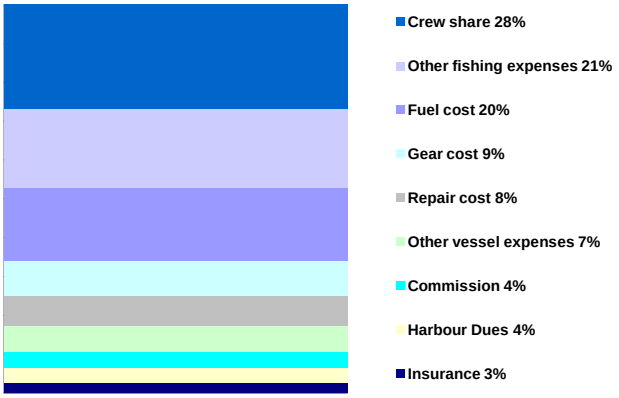

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.5 tonnes per day, obtained £2,218 per tonne and therefore earned £1,039 per day at sea. There was some variation in prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 0.81 compared to a segment average of 0.49 and 0.30 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	364,837	197,155	97,049
Tonnes / day	0.81	0.49	0.30
£ per tonne	2,138	2,218	2,070
£ per day	1,644	1,039	596
Days at Sea	215	177	158

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £159,353 or 73% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 69% of income compared to 84% in the least profitable quartile. Crew share was the largest fishing costs, on average accounting for 28% of total operating costs.

Fuel

On average, vessels consumed 431 litres per day at sea costing £174 per day. Fuel consumption per day ranged from an average of 427 litres for vessels in the bottom quartile to an average of 457 litres for vessel in the top quartile.

On average, vessels consumed 1,049 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 616 litres and 1,527 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	40,189	31,326	27,406
Annual Litres	99,257	77,366	67,687
Cost per day at sea	185	174	173
Litres per day at sea	457	431	427
Litres per tonne landed	616	1,049	1,527

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £58,054 and after deducting depreciation and interest, vessels made on average a net profit of £51,401. There was a range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £125,210 (31% of total income) compared to the bottom quartile average operating profit of £16,591 (16% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

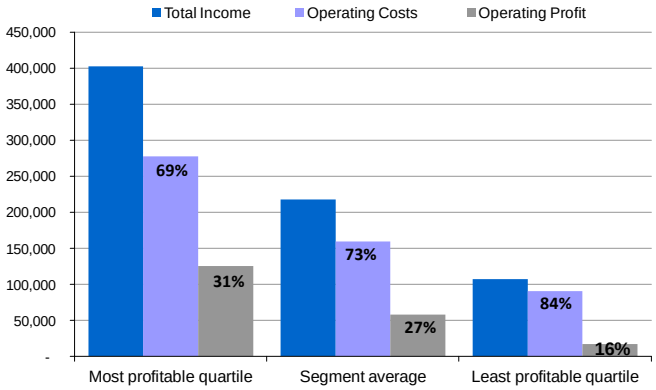

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	197,155	91%
Non-fishing Income	20,252	9%
Total Income	217,407	100%
Fuel costs	31,326	14%
Crew share	44,926	21%
Other Fishing Costs	34,088	16%
Total Fishing Costs	110,340	51%
Total Vessel Costs	49,013	23%
Total Operating Costs	159,353	73%
Operating Profit	58,054	27%
Depreciation	3,847	2%
Interest	2,402	1%
Other finance costs	404	0%
Net Profit	51,402	24%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.6 Area VIIB-K trawlers 24m - 40m

- The segment comprised 14 vessels with an average length of 35m
- In total the segment landed 6,750 tonnes of seafood worth £17.9million in 2010
- On average, these vessels landed 482 tonnes, worth £1.3million
- Monkfish and megrim were the key species for this segment

2010	Segment Total	Average per vessel
Active Vessels	14	-
Length (m)	-	35
Power (kW)	9,444	675
Registered Tonnage (GT)	4,603	329
VCU	8,081	577
Landings (Tonnes)	6,750	482
Fishing Income (£)	17,908,559	1,279,183
Days at Sea	3,702	264
Vessel Age	-	16
Crew	133	9

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Area VIIB-K trawlers 24m - 40m are based primarily at ports around South West England, Wales and North West England.

Vessels in this segment spent on average 264 days at sea in 2010 targeting mainly monkfish and megrim. On average vessels had 9 crew members and the segment employed 133 fishermen in total.

Income

The segment landed 6,750 tonnes of seafood worth £17.9 million in 2010. Therefore on average, active vessels landed 482 tonnes, worth £1.3million.

Monkfish and megrim were the two most important species to this segment in terms of value and volume. Monkfish accounted for 22% of the volume of landings but 32% of value. The segment's average prices for megrim was identical to the UK fleet average price for megrim and their price for monkfish was slightly higher than the UK average, see Figure 3.

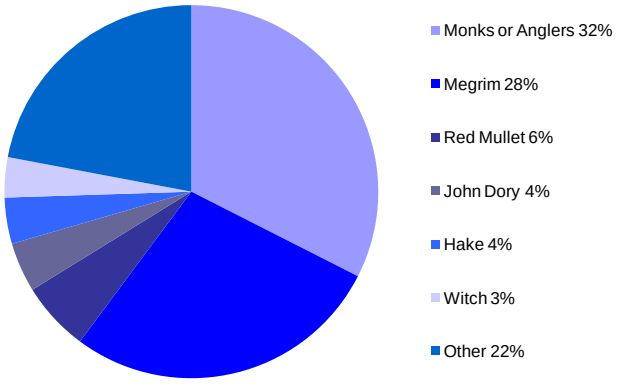

Figure 1. Value landings composition (Source: MMO, Seafish)

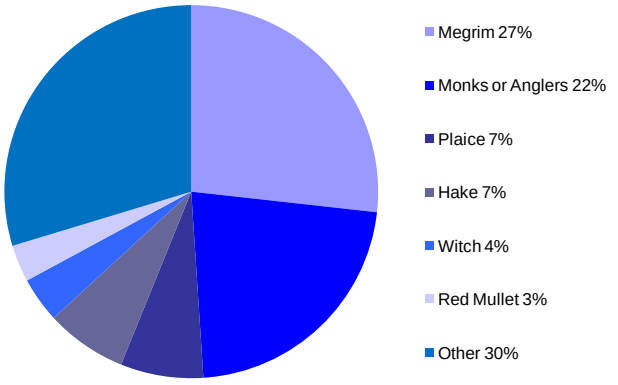

Figure 2. Volume landings composition (Source: MMO, Seafish)

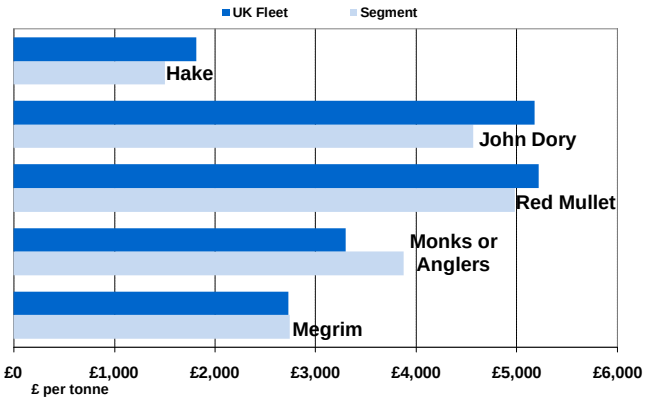

Figure 3. Average prices of key species (Source: MMO, Seafish)

2.7 Gill netters

- The segment comprised 40 vessels with an average length of 19m
- In total the segment landed 5,452 tonnes of seafood worth £15.5million in 2010
- On average, these vessels landed 136 tonnes, worth £387,369 in 2010
- Monkfish was the key species for this segment

2010	Segment Total	Average per vessel
Active Vessels	40	-
Length (m)	-	19
Power (kW)	10,748	269
Registered Tonnage (GT)	4,251	106
VCU	9,561	239
Landings (Tonnes)	5,452	136
Fishing Income (£)	15,494,744	387,369
Days at Sea	6,499	162
Vessel Age	-	29
Crew	192	5

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Gill netters are based at ports around the UK from the Shetland Isles to Cornwall.

Vessels in this segment spent on average 162 days at sea in 2010 targeting mostly monkfish. On average vessels had 5 crew members and the segment employed 192 fishermen in total.

Income

The segment landed 5,452 tonnes of seafood worth £15.5 million in 2010. Therefore on average, active vessels landed 136 tonnes, worth £387,369.

Monkfish was the most important species to this segment in terms of both value and volume. The segment's average price for monkfish was slightly more than the UK fleet average price for monkfish, see Figure 3.

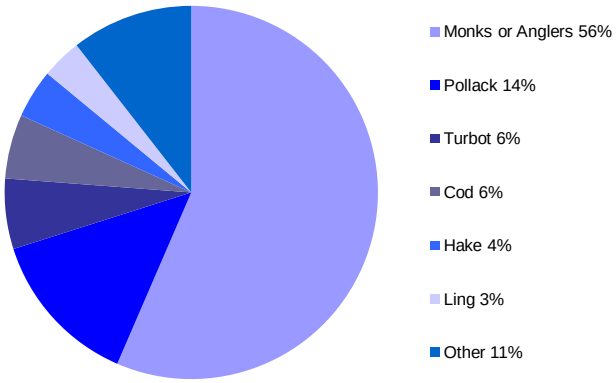

Figure 1. Value landings composition (Source: MMO, Seafish)

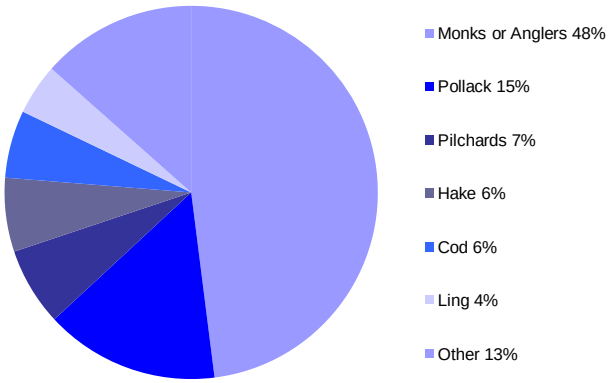

Figure 2. Volume landings composition (Source: MMO, Seafish)

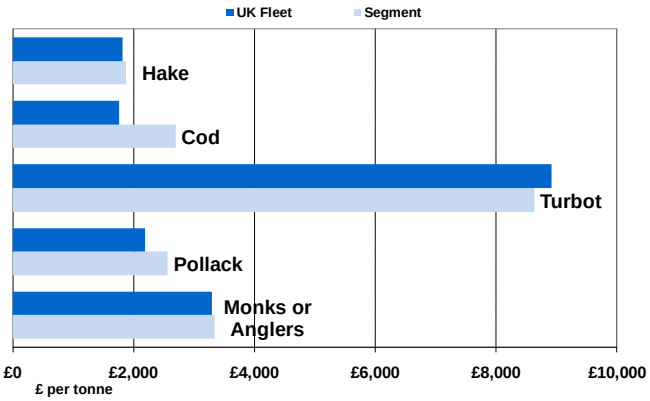

Figure 3. Average prices of key species (Source: MMO, Seafish)

2.8 Longliners

- The segment comprised 29 vessels with an average length of 23m
- In total the segment landed 7,131tonnes of seafood worth £14.7million in 2010
- On average, these vessels landed 246 tonnes, worth £505,507
- Hake was the key species for this segment

2010	Segment Total	Average per vessel
Active Vessels	29	-
Length (m)	-	23
Power (kW)	10,687	369
Registered Tonnage (GT)	4,198	145
VCU	9,035	312
Landings (Tonnes)	7,131	246
Fishing Income (£)	14,659,714	505,507
Days at Sea	4,569	158
Vessel Age	-	32
Crew	153	5

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels over 10m mainly using long lines are based primarily at ports around Scotland although a few are registered in England. Some also fish from Spanish ports. The segment contains some vessels over 30m in length and some not much over 10m.

Vessels in this segment spent on average 158 days at sea in 2010 targeting mostly hake. On average vessels had 5 crew members and the segment employed 153 fishermen in total.

Income

The segment landed 7,131 tonnes of seafood worth £14.7 million in 2010. Therefore on average, active vessels landed 246 tonnes, worth £505,507.

Hake was the most important species to this segment in terms of both value and volume. The segment's average price for hake was above the UK fleet average price for hake, see Figure 3.

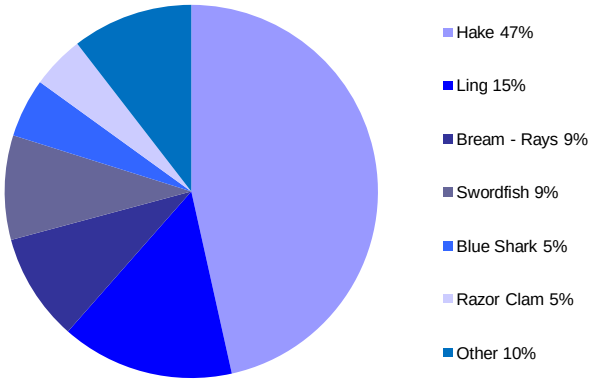

Figure 1. Value landings composition (Source: MMO, Seafish)

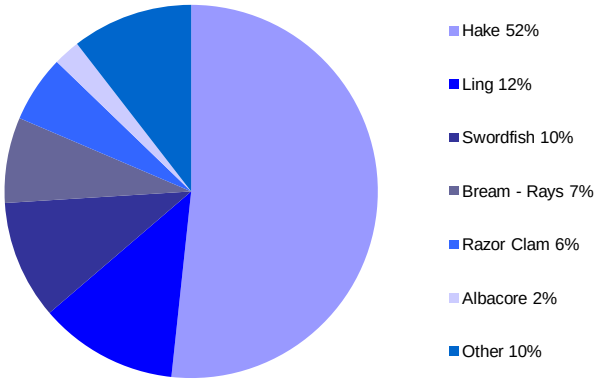

Figure 2. Volume landings composition (Source: MMO, Seafish)

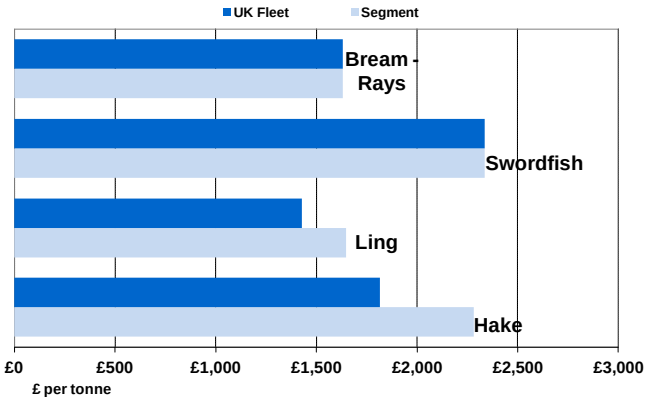

Figure 3. Average prices of key species (Source: MMO, Seafish)

2.9 Low activity vessels 10m and over

- The segment comprised 73 vessels with an average length of 12m
- In total this group of vessels landed 197 tonnes of seafood worth £325,052 in 2010
- On average, these vessels landed 2.7 tonnes, worth £4,453.

2010	Segment Total	Average per vessel
Active Vessels	73	-
Length (m)	-	12
Power (kW)	9,032	124
Registered Tonnage (GT)	1,565	21
VCU	7,783	107
Landings (Tonnes)	197	2.7
Fishing Income (£)	325,052	4,453
Days at Sea	1,419	19
Vessel Age	-	29
Crew	166	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Low activity vessels 10m and over consists of vessels earning less than £10,000 in fishing income during 2010 or fishing less than 20% of the average days at sea for the segment in which they would otherwise have been included. These vessels are not considered to have been fully commercially active in 2010 and have been excluded from the analysis of the main over 10m segments to prevent the averages for the other segments being skewed by these vessels.

Vessel activity

Vessels in this segment are based throughout the UK. Total landings of these 73 vessels in 2010 were 197 tonnes worth £325,052. On average vessels spent 19 days at sea and landed 2.7 tonnes of seafood worth £4,453.

2.10 Low activity vessels under 10m

- The segment comprised 1,695 vessels with an average length of 6.4m
- In total the segment landed 2,671 tonnes of seafood worth £5.4million in 2010
- On average, these vessels landed 1.6 tonnes in 2010, worth £3,192

2010	Segment Total	Average per vessel
Active Vessels	1,695	-
Length (m)	-	6.4
Power (kW)	61,572	36
Registered Tonnage (GT)	3,919	2.3
VCU	55,433	33
Landings (Tonnes)	2,671	1.6
Fishing Income (£)	5,410,372	3,192
Days at Sea	41,859	25
Vessel Age	-	22
Crew	2,472	1

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Low activity vessels under 10m consists of vessels earning less than £10,000 in fishing income during 2010 or fishing less than 20% of the average days at sea for the segment in which they would otherwise have been included. These vessels are not considered to have been fully commercial active in 2010 and have been excluded from the analysis of the main under 10m segments to prevent the averages for the other segments being skewed by these non-commercial vessels.

Vessel activity

The vessels in this segment are based throughout the UK. Vessels in this segment are small; average length 6.4m and average power 36kW. Total landings of the segment in 2010 were 2,671 tonnes worth £5.4 million. On average in 2010 these vessels spent 25 days at sea and landed 1.6 tonnes worth £3,192.

2.11 Miscellaneous vessels

- The segment comprised 40 vessels with an average length of 23m
- In total the segment landed 77,109 tonnes of seafood worth £54.8 million in 2010
- On average, these vessels landed1,928 tonnes, worth £1.4million

2010	Segment Total	Average per vessel
Active Vessels	40	-
Length (m)	-	23
Power (kW)	29,780	744
Registered Tonnage (GT)	17,765	444
VCU	22,530	563
Landings (Tonnes)	77,109	1,928
Fishing Income (£)	54,815,539	1,370,388
Days at Sea	5,158	129
Vessel Age	-	20
Crew	-	-

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

The Miscellaneous segment consists of vessels that could not be assigned to any other segment based on the segment criteria or because there were fewer than nine vessels in a segment. Included are under 40m pelagic trawl vessels and vessels targeting deep sea stocks.

Vessel activity

The vessels in this segment are based throughout the UK. Total landings of the segment in 2010 were 77,109 tonnes worth £54.8 million. On average vessels spent 129 days at sea and landed 1,928 tonnes worth £1.4million.

2.12 North Sea beam trawl 300kW and over

- The segment comprised 10 vessels with an average length of 40m
- In total the segment landed 9,777 tonnes of seafood worth £17.5million in 2010
- On average, these vessels landed 978 tonnes, worth £1.8million
- Plaice was the key species for this segment
- On average vessels made an operating profit of £388,761 in 2010

2010	Segment Total	Average per vessel
Active Vessels	10	-
Length (m)	-	40
Power (kW)	14,179	1,418
Registered Tonnage (GT)	4,295	430
VCU	9,884	988
Landings (Tonnes)	9,777	978
Fishing Income (£)	17,545,725	1,754,573
Days at Sea	2,355	236
Vessel Age	-	22
Crew	100	10

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea beam trawl vessels 300kW and over are based at a number of ports along the east and south coasts of the UK and also in the Netherlands.

Vessels in this segment spent on average 236 days at sea in 2010 targeting mostly plaice and sole. On average vessels had 10 crew members and the segment employed 100 fishermen in total.

Income

The segment landed 9,777 tonnes of seafood worth £17.5 million in 2010. Therefore on average, active vessels landed 978 tonnes, worth £1.8million.

Plaice was the most important species to this segment in terms of both value and volume. Sole accounted for 26% of the value of landings but just 4% of volume. The segment's average price for plaice was identical to the UK fleet average price for plaice, but their price for sole was above UK average, see Figure 3.

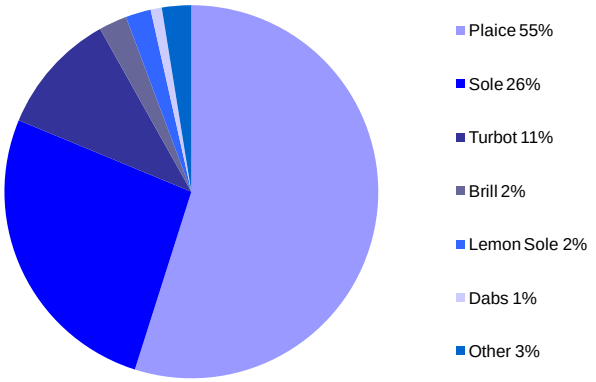

Figure 1. Value landings composition (Source: MMO, Seafish)

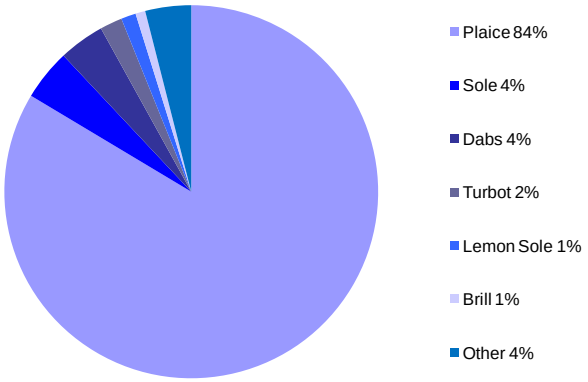

Figure 2. Volume landings composition (Source: MMO, Seafish)

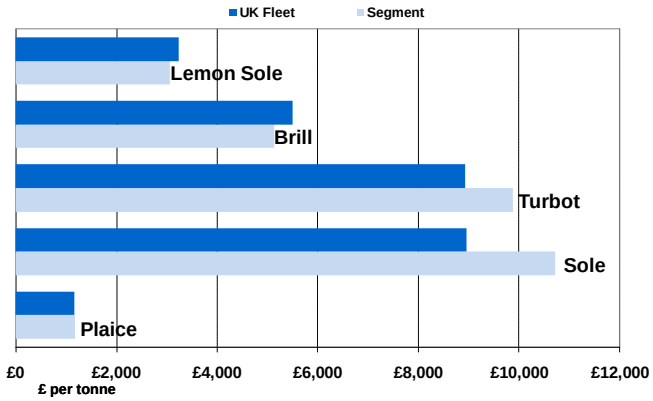

Figure 3. Average prices of key species (Source: MMO, Seafish)

Table 2 shows that on average vessels in this segment landed 4.2 tonnes per day, obtained £1,865 per tonne and therefore earned £7,465 per day at sea.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	2,433,996	1,754,573	1,405,922
Tonnes / day	6.09	4.15	2.93
£ per tonne	1,630	1,865	1,959
£ per day	9,926	7,465	5,736
Days at Sea	246	236	246

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £1,370,543 or 78% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 71% of income compared to 90% in the least profitable quartile. Fuel was the largest fishing cost on average accounting for 43% of total operating costs.

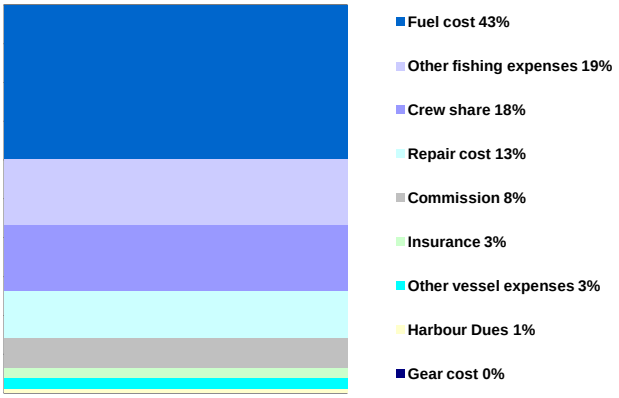

Figure 4. Operating costs breakdown (Source: Seafish)

Fuel

On average, vessels consumed 6,205 litres per day at sea costing £2,512 per day. On average, vessels consumed 1,641 litres of fuel per tonne of seafood landed.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	646,119	593,284	648,312
Annual Litres	1,595,750	1,465,260	1,601,167
Cost per day at sea	2,632	2,512	2,632
Litres per day at sea	6,500	6,205	6,500
Litres per tonne landed	1,069	1,641	2,232

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for vessels in the segment was £388,761 and after deducting depreciation and interest, vessels made on average a net profit of £300,499. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £716,203 (29% of total income) compared to the bottom quartile average operating profit of £138,591 (10% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

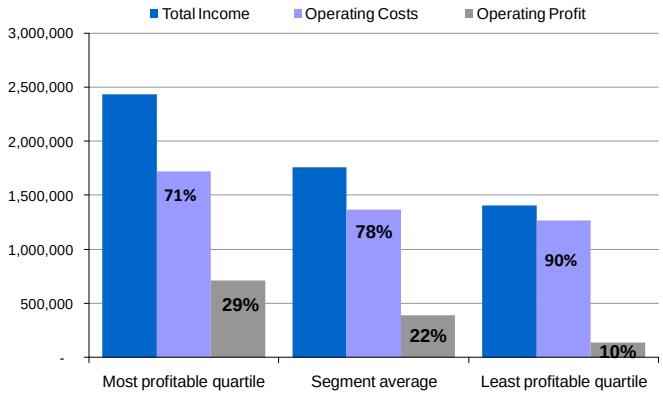

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	1,754,573	100%
Non-fishing Income	4,732	0%
Total Income	1,759,304	100%
Fuel costs	593,284	34%
Crew share	252,036	14%
Other Fishing Costs	257,356	15%
Total Fishing Costs	1,102,675	63%
Total Vessel Costs	267,868	15%
Total Operating Costs	1,370,543	78%
Operating Profit	388,761	22%
Depreciation	57,550	3%
Interest	30,712	2%
Other finance costs	0	0%
Net Profit	300,499	17%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.13 North Sea beam trawl under 300kW

- The segment comprised 27 vessels with an average length of 15m
- In total the segment landed 1,540 tonnes of seafood worth £2.9million in 2010
- On average, these vessels landed 57 tonnes, worth £109,181
- Brown shrimp was the key species for this segment

2010	Segment Total	Average per vessel
Active Vessels	27	-
Length (m)	-	15
Power (kW)	4,983	185
Registered Tonnage (GT)	987	37
VCU	4,367	162
Landings (Tonnes)	1,540	57
Fishing Income (£)	2,947,881	109,181
Days at Sea	2,899	107
Vessel Age	-	17
Crew	58	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea beam trawl vessels under 300kW are based at a number of ports along the east and south coasts of the UK.

Vessels in this segment spent on average 107 days at sea in 2010 targeting mostly brown shrimps. On average vessels had 2 crew members and the segment employed 58 fishermen in total.

Income

The segment landed 1,540 tonnes of seafood worth £2.9 million in 2010. Therefore on average, active vessels landed 57 tonnes, worth £109,181.

Brown shrimp was the most important species to this segment in terms of both value and volume. The segment's average price for brown shrimps was slightly below the UK fleet average price for brown shrimps, see Figure 3.

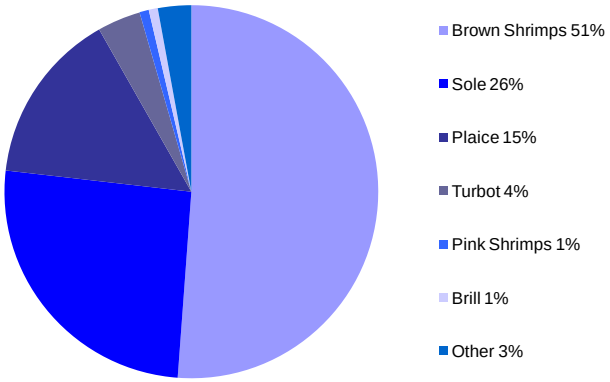

Figure 1. Value landings composition (Source: MMO, Seafish)

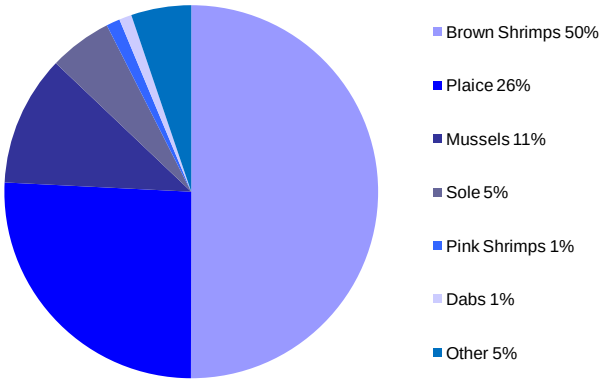

Figure 2. Volume landings composition (Source: MMO, Seafish)

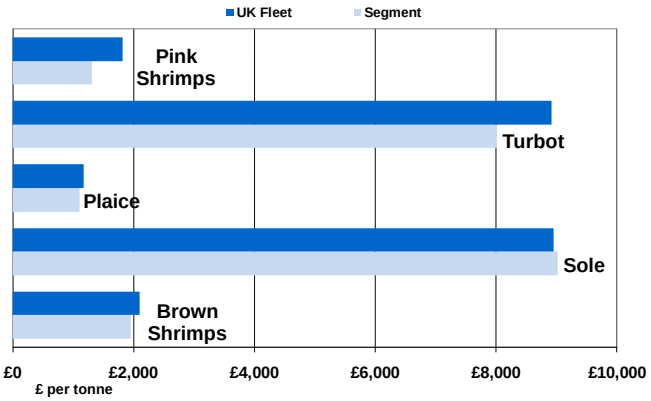

Figure 3. Average prices of key species (Source: MMO, Seafish)

Table 2 shows that on average vessels in this segment landed 0.5 tonnes per day, obtained £2,113 per tonne and therefore earned £915 per day at sea

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)		109,180	
Tonnes / day		0.5	
£ per tonne		2,113	
£ per day		915	
Days at Sea		107	

Table 2. Landings per day at sea (Source: Seafish, MMO)

2.14 North Sea nephrops 300kW and over

- The segment comprised 96 vessels with an average length of 21m
- In total the segment landed 19,935 tonnes of seafood worth £42.4million in 2010
- On average, these vessels landed 208 tonnes, worth £441,341
- Nephrops was the key species for this segment
- On average vessels made an operating profit of £65,982 in 2010

2010	Segment Total	Average per vessel
Active Vessels	96	-
Length (m)	-	21
Power (kW)	41,286	430
Registered Tonnage (GT)	14,964	156
VCU	32,207	335
Landings (Tonnes)	19,935	208
Fishing Income (£)	42,368,715	441,341
Days at Sea	17,503	182
Vessel Age	-	20
Crew	543	6

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea nephrops trawl vessels 300kW and over are based at a number of ports along the north east coast of England and the east coast of Scotland. This newly defined segment replaces the previous NS nephrops twin rig trawl segment with a large degree of overlap in membership. This segment therefore may contain some larger single rig vessels.

Vessels in this segment spent on average 182 days at sea in 2010 targeting mostly nephrops. On average vessels had 6 crew members and the segment employed 543 fishermen in total.

Income

The segment landed 19,935 tonnes of seafood worth £42.4 million in 2010. Therefore on average, active vessels landed 208 tonnes, worth £441,341.

Nephrops was the most important species to this segment in terms of both value and volume. Haddock accounted for 11% of the volume of landings but just 5% of value. The segment's average price for nephrops was slightly below the UK fleet average price for nephrops, see Figure 3.

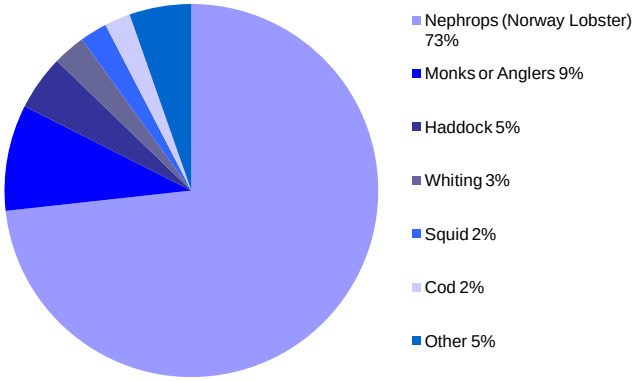

Figure 1. Value landings composition (Source: MMO, Seafish)

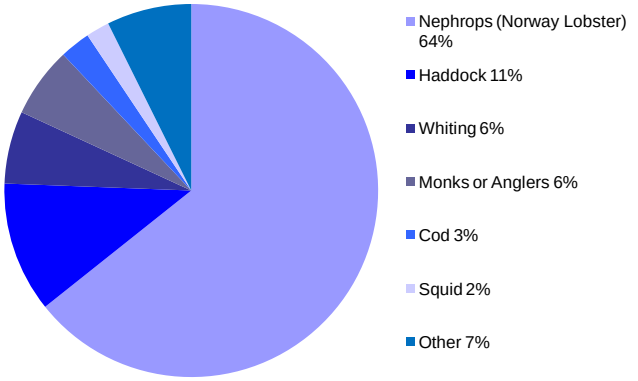

Figure 2. Volume landings composition (Source: MMO, Seafish)

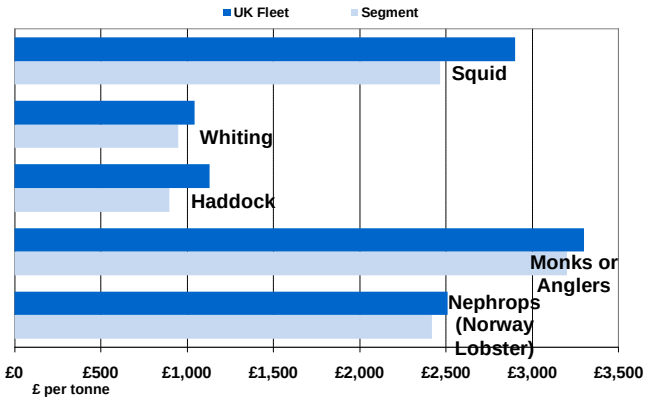

Figure 3. Average prices of key species (Source: MMO, Seafish)

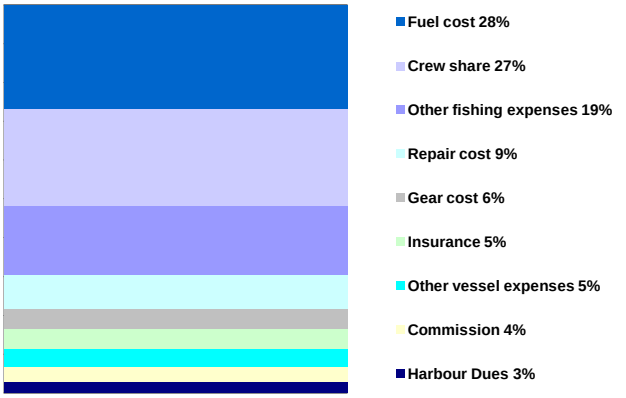

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 1.1 tonnes per day, obtained £2,111 per tonne and therefore earned £2,324 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 1.3 compared to a segment average of 1.1 and 0.8 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	592,376	441,341	277,854
Tonnes / day	1.3	1.1	0.8
£ per tonne	2,255	2,111	1,978
£ per day	2,784	2,324	1,612
Days at Sea	209	182	162

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £408,118 or 86% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 79% of income compared to 98% in the least profitable quartile. Fuel and crew share were the largest fishing costs, on average accounting for 28% and 27% of total operating costs.

Fuel

On average, vessels consumed 1,533 litres per day at sea costing £621 per day. Fuel consumption per day ranged from an average of 1,613 litres for vessels in the bottom quartile to an average of 1,300 litres for vessel in the top quartile.

On average, vessels consumed 1,486 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 1055 litres and 2,104 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	111,735	114,850	108,130
Annual Litres	275,957	283,651	267,054
Cost per day at sea	526	621	653
Litres per day at sea	1,300	1,533	1,613
Litres per tonne landed	1,055	1,486	2,104

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £65,983 and after deducting depreciation and interest, vessels made on average a net profit of £11,379. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £130,982 (21% of total income) compared to the bottom quartile average operating profit of £5,716 (2% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

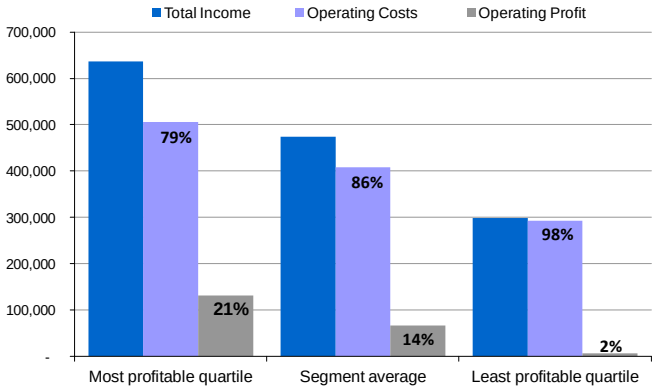

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	441,341	93%
Non-fishing Income	32,759	7%
Total Income	474,100	100%
Fuel costs	114,850	24%
Crew share	108,501	23%
Other Fishing Costs	75,700	16%
Total Fishing Costs	299,052	63%
Total Vessel Costs	109,066	23%
Total Operating Costs	408,118	86%
Operating Profit	65,983	14%
Depreciation	40,299	9%
Interest	13,315	3%
Other finance costs	989	0%
Net Profit	11,379	2%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.15 North Sea nephrops under 300kW

- The segment comprised 73 vessels with an average length of 14m
- In total the segment landed 5,519 tonnes of seafood worth £10.9million in 2010
- On average, these vessels landed 76 tonnes, worth £149,020
- Nephrops was the key species for this segment
- On average vessels made an operating loss of £12,087 in 2010

2010	Segment Total	Average per vessel
Active Vessels	73	-
Length (m)	-	14
Power (kW)	13,526	185
Registered Tonnage (GT)	3,314	45
VCU	11,624	159
Landings (Tonnes)	5,519	76
Fishing Income (£)	10,878,442	149,020
Days at Sea	9,041	124
Vessel Age	-	30
Crew	228	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea nephrops trawl vessels under 300kW are based at a number of ports along the north east coast of England and the east coast of Scotland. This newly defined segment replaces the previous NS nephrops single rig trawl segment with a large degree of overlap in membership. This segment therefore may contain some smaller twin rig vessels.

Vessels in this segment spent on average 124 days at sea in 2010 targeting mostly nephrops. On average vessels had 3 crew members and the segment employed 228 fishermen in total.

Income

The segment landed 5,519 tonnes of seafood worth £10.9million in 2010. Therefore on average, active vessels landed 76 tonnes, worth £149,020.

Nephrops was the most important species to this segment in terms of both value and volume. Haddock accounted for 9% of the volume of landings and 4% of value. The segment's average price for nephrops was slightly below the UK fleet average price for nephrops, see Figure 3.

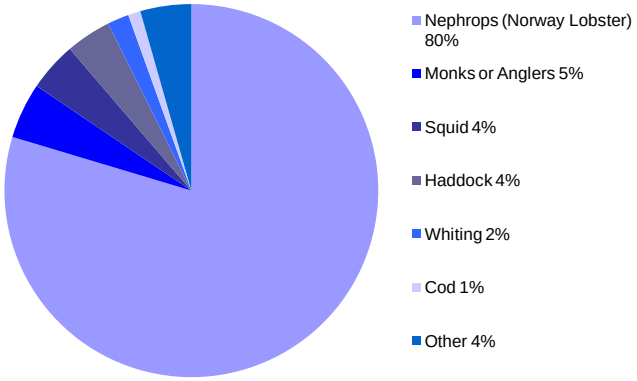

Figure 1. Value landings composition (Source: MMO, Seafish)

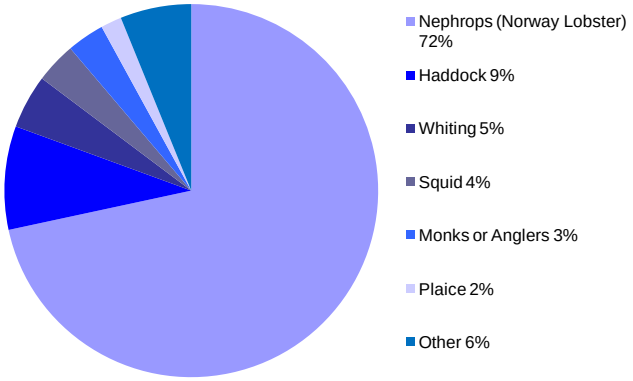

Figure 2. Volume landings composition (Source: MMO, Seafish)

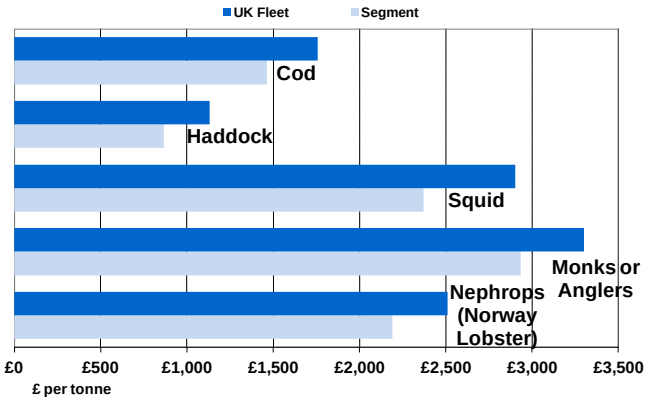

Figure 3. Average prices of key species (Source: MMO, Seafish)

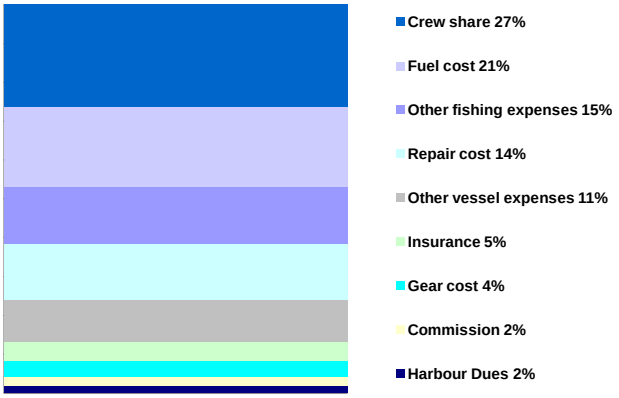

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.5 tonnes per day, obtained £2,102 per tonne and therefore earned £1,041 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed slightly more tonnes per day at 0.54 compared to a segment average of 0.52 and 0.42 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	164,707	149,020	104,698
Tonnes / day	0.54	0.52	0.42
£ per tonne	2,165	2,102	1,983
£ per day	1,121	1,041	798
Days at Sea	123	124	113

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £185,849 or 107% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 99% of income compared to 121% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average accounting for 27% and 21% respectively of total operating costs.

Fuel

On average, vessels consumed 696 litres per day at sea costing £282 per day. Fuel consumption per day ranged from an average of 918 litres for vessels in the bottom quartile to an average of 449 litres for vessel in the top quartile.

On average, vessels consumed 1,544 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 883 litres and 2,494 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	25,439	38,949	45,070
Annual Litres	62,827	96,194	111,311
Cost per day at sea	182	282	372
Litres per day at sea	449	696	918
Litres per tonne landed	883	1,544	2,494

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating loss for vessels in the segment was £12,087 and after deducting depreciation and interest, vessels made on average a net loss of £26,678. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £2,473 (1% of total income) compared to the bottom quartile average operating loss of £26,206 (-21% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit/loss for the top and bottom quartiles and the segment average.

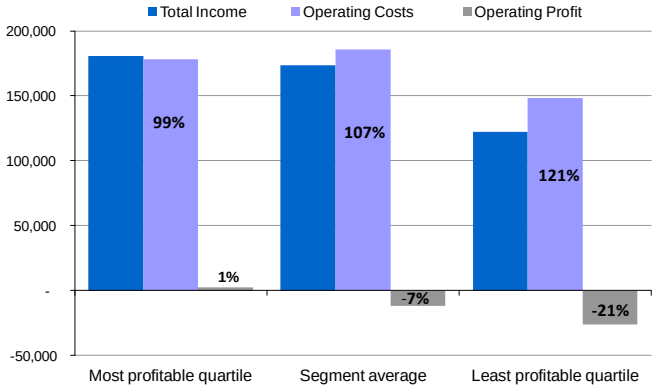

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	149,020	86%
Non-fishing Income	24,742	14%
Total Income	173,762	100%
Fuel costs	38,949	22%
Crew share	49,511	28%
Other Fishing Costs	27,554	16%
Total Fishing Costs	116,014	67%
Total Vessel Costs	69,835	40%
Total Operating Costs	185,849	107%
Operating Profit	-12,087	-7%
Depreciation	10,224	6%
Interest	2,921	2%
Other finance costs	1,446	1%
Net Profit	-26,678	-15%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.16 NSWoS demersal trawl 24m and over

- The segment comprised 44 vessels with an average length of 31m
- In total the segment landed 39,821 tonnes of seafood worth £62.6million in 2010
- On average, these vessels landed 905 tonnes, worth £1.4million
- Monkfish, haddock, saithe and cod were the key species for this segment
- On average vessels made an operating profit of £272,132 in 2010

2010	Segment Total	Average per vessel
Active Vessels	44	-
Length (m)	-	31
Power (kW)	40,792	927
Registered Tonnage (GT)	16,756	381
VCU	30,001	682
Landings (Tonnes)	39,821	905
Fishing Income (£)	62,590,848	1,422,519
Days at Sea	9,992	227
Vessel Age	-	17
Crew	421	9

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Trawlers in the North Sea and West of Scotland 24m and over segment are based mainly in the north east of Scotland and the northern isles, fishing from Peterhead, Fraserburgh, Kirkwall and Lerwick. This newly defined segment now includes both single rig and twin rig vessels.

Vessels in this segment spent on average 227 days at sea in 2010 targeting mostly monkfish, saithe and haddock. On average vessels had 9 crew members and the segment employed 421 fishermen in total.

Income

The segment landed 39,821 tonnes of seafood worth £62.6 million in 2010. Therefore on average, active vessels landed 905 tonnes, worth £1.4 million.

Haddock was the most important species to this segment in terms of value. Saithe accounted for 23% of the volume of landings but only 14% of value. The segment's average price for monkfish was slightly more the UK fleet average price for monkfish, see Figure 3.7

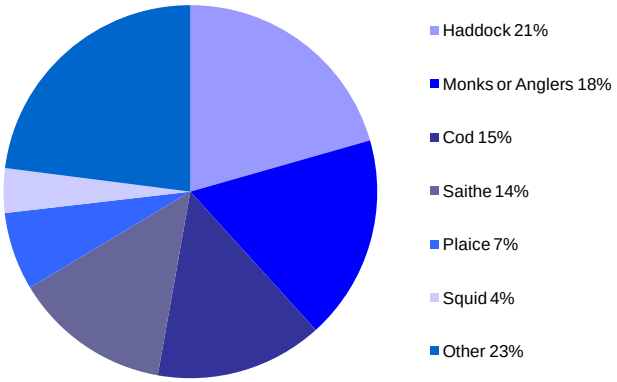

Figure 1. Value landings composition (Source: MMO, Seafish)

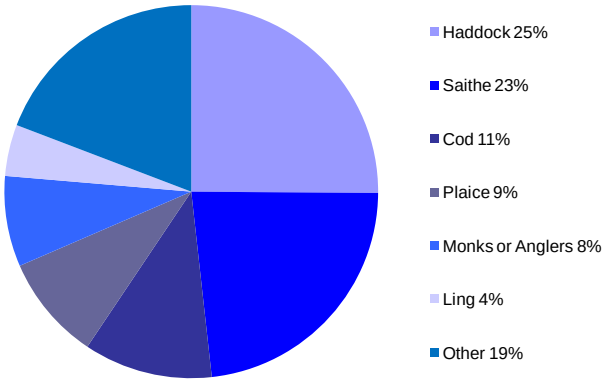

Figure 2. Volume landings composition (Source: MMO, Seafish)

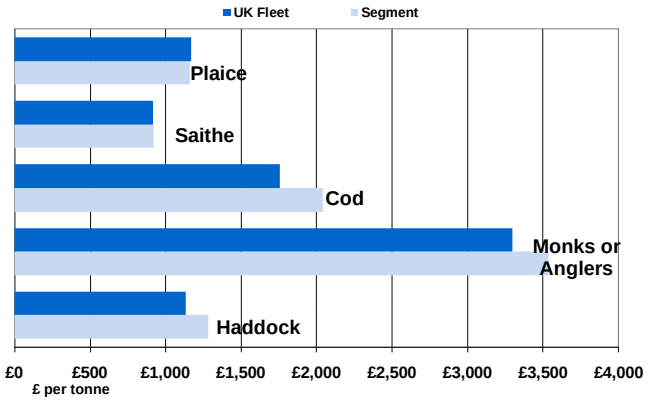

Figure 3. Average prices of key species (Source: MMO, Seafish)

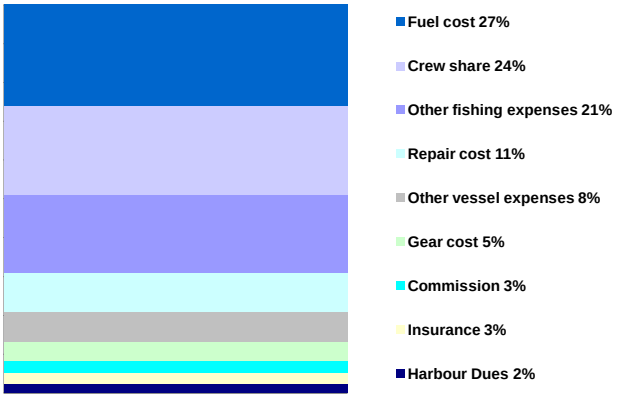

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 3.8 tonnes per day, obtained £1,698 per tonne and therefore earned £6,071 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 5.0 compared to a segment average of 3.8 and 2.4 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	1,544,645	1,422,519	972,456
Tonnes / day	5.0	3.8	2.4
£ per tonne	1,490	1,698	1,896
£ per day	7,120	6,071	4,270
Days at Sea	205	227	221

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £1.4 million or 84% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 78% of income compared to 95% in the least profitable quartile. Fuel was the largest fishing costs, on average accounting for 27% of total operating costs.

Fuel

On average, vessels consumed 4,064 litres per day at sea costing £1,645 per day. Fuel consumption per day ranged from an average of 4,455 litres for vessels in the bottom quartile to an average of 3,486 litres for vessel in the top quartile.

On average, vessels consumed 1,302 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 736 litres and 2,283 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	306,666	383,313	395,560
Annual Litres	757,386	946,685	976,932
Cost per day at sea	1,412	1,645	1,804
Litres per day at sea	3,486	4,064	4,455
Litres per tonne landed	736	1,302	2,283

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £272,132 and after deducting depreciation and interest, vessels made on average a net profit of £153,975. There was a small range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £405,050 (22% of total income) compared to the bottom quartile average operating profit £52,512 (5% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit/loss for the top and bottom quartiles and the segment average.

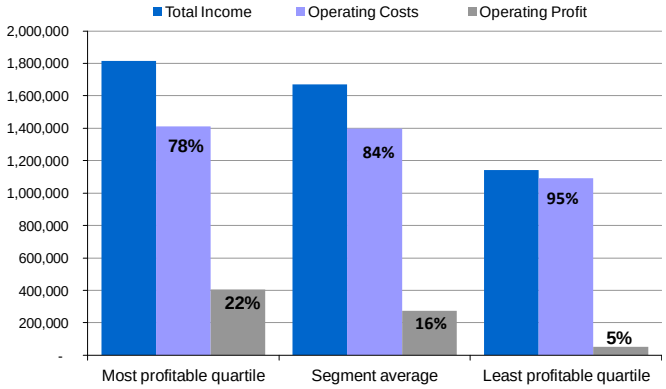

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	1,422,519	85%
Non-fishing Income	249,057	15%
Total Income	1,671,577	100%
Fuel costs	383,313	23%
Crew share	337,911	20%
Other Fishing Costs	293,598	18%
Total Fishing Costs	1,014,822	61%
Total Vessel Costs	384,623	23%
Total Operating Costs	1,399,445	84%
Operating Profit	272,132	16%
Depreciation	91,264	5%
Interest	26,892	2%
Other finance costs	0	0%
Net Profit	153,975	9%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.17 NSWoS demersal pair trawl / seine

- The segment comprised 37 vessels with an average length of 24m
- In total the segment landed 22,156 tonnes of seafood worth £30.8 million in 2010
- On average, these vessels landed 599 tonnes, worth £831,599
- Haddock and cod were the key species for this segment
- On average vessels made an operating profit of £96,940 in 2010

2010	Segment Total	Average per vessel
Active Vessels	37	-
Length (m)	-	24
Power (kW)	18,702	505
Registered Tonnage (GT)	7,573	205
VCU	14,966	404
Landings (Tonnes)	22,156	599
Fishing Income (£)	30,769,180	831,599
Days at Sea	6,597	178
Vessel Age	-	21
Crew	229	6

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea and West of Scotland demersal pair vessels use a mix of pair trawl and pair seine, and are based mostly at ports on the east coast of the UK including Peterhead, Fraserburgh, Scarborough and Whitby.

Vessels in this segment spent on average 178 days at sea in 2010 targeting mostly haddock and cod. On average vessels had 6 crew members and the segment employed 229 fishermen in total.

Income

The segment landed 22,156 tonnes of seafood worth £30.8 million in 2010. Therefore on average, active vessels landed 599 tonnes, worth £831,599.

Haddock was the most important species to this segment in terms of both value and volume. Cod accounted for 20% of the volume of landings and 29% of value. The segment's average price for haddock was marginally above the UK fleet average price for haddock, see Figure 3.

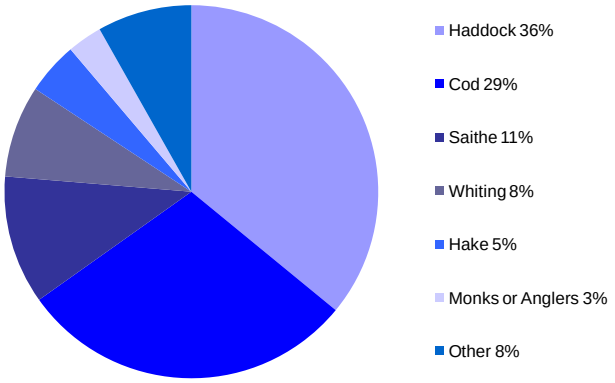

Figure 1. Value landings composition (Source: MMO, Seafish)

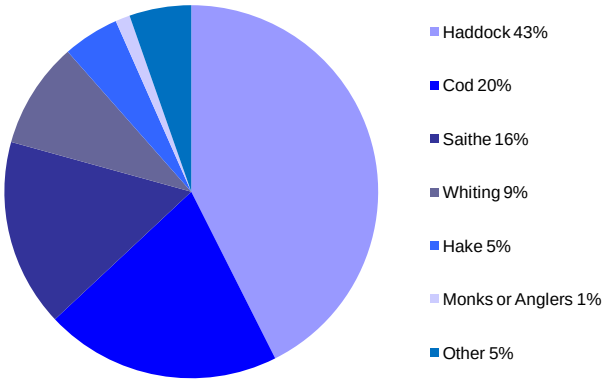

Figure 2. Volume landings composition (Source: MMO, Seafish)

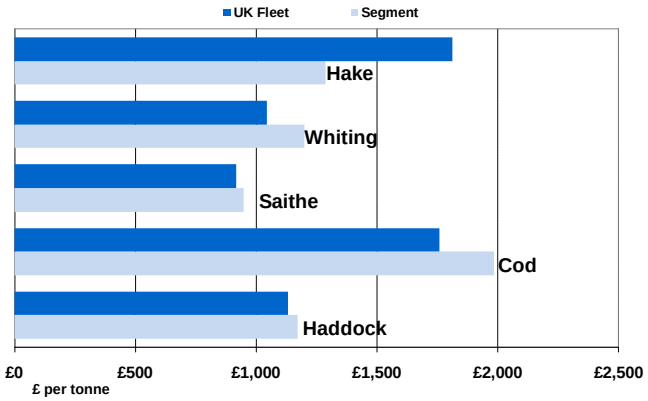

Figure 3. Average prices of key species (Source: MMO, Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 3.3 tonnes per day, obtained £1,402 per tonne and therefore earned £4,600 per day at sea. There was little variation in prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 4.1 compared to a segment average of 3.3 and 2.5 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	1,035,352	831,600	582,865
Tonnes / day	4.1	3.3	2.5
£ per tonne	1,361	1,402	1,410
£ per day	5,540	4,600	3,460
Days at Sea	186	178	164

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £759,546 or 89% of total income. There was a little variation between quartiles, with total operating costs for the most profitable quartile equating to 86% of income compared to 94% in the least profitable quartile. Other fishing expenses and crew share were the largest fishing costs, on average accounting for 34% and 27% of total operating costs respectively.

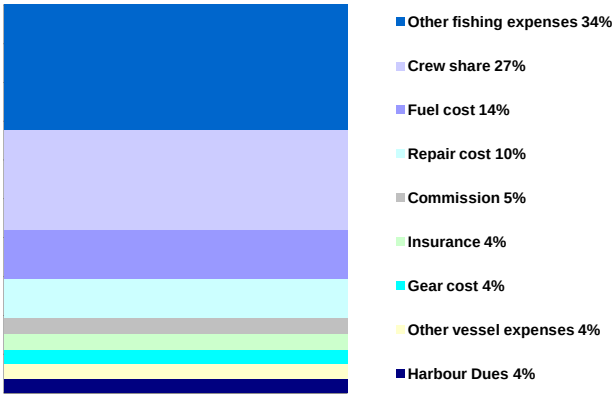

Figure 4. Operating cost breakdown (Source: Seafish)

Fuel

On average, vessels consumed 1,441 litres per day at sea costing £583 per day. Fuel consumption per day ranged from an average of 1,540 litres for vessels in the bottom quartile to an average of 1,283 litres for vessel in the top quartile.

On average, vessels consumed 508 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 318 litres and 804 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	97,214	104,108	103,075
Annual Litres	240,094	257,120	254,570
Cost per day at sea	520	583	624
Litres per day at sea	1,283	1,441	1,540
Litres per tonne landed	318	508	804

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £96,940 and after deducting depreciation and interest, vessels made on average a net profit of £26,345. There was a small range of profit levels and margins within the segment. Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

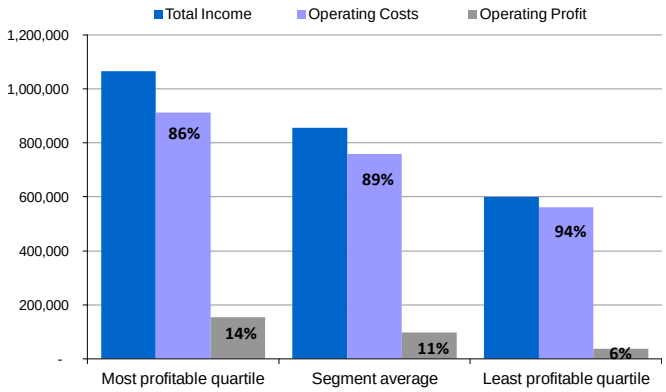

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	831,599	97%
Non-fishing Income	24,887	3%
Total Income	856,486	100%
Fuel costs	104,108	12%
Crew share	207,162	24%
Other Fishing Costs	260,902	30%
Total Fishing Costs	572,172	67%
Total Vessel Costs	187,373	22%
Total Operating Costs	759,546	89%
Operating Profit	96,940	11%
Depreciation	53,376	6%
Interest	17,219	2%
Other finance costs	0	0%
Net Profit	26,345	3%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.18 NSWoS demersal seiners

- The segment comprised 20 vessels with an average length of 23m
- In total the segment landed 9,951 tonnes of seafood worth £13.1 million in 2010
- On average, these vessels landed 498 tonnes, worth £656,742
- Haddock and cod were the key species for this segment
- On average vessels made an operating profit of £93,378 in 2010

2010	Segment Total	Average per vessel
Active Vessels	20	-
Length (m)	-	23
Power (kW)	8,526	426
Registered Tonnage (GT)	3449	172
VCU	7,132	357
Landings (Tonnes)	9,951	498
Fishing Income (£)	13,134,845	656,742
Days at Sea	2,757	138
Vessel Age	-	24
Crew	115	6

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea and West of Scotland demersal seiners are mostly based in the ports of Fraserburgh and Peterhead.

Vessels in this segment spent on average 138 days at sea in 2010 targeting mostly haddock and cod. On average vessels had 6 crew members and the segment employed 115 fishermen in total.

Income

The segment landed 9,951 tonnes of seafood worth £13.1million in 2010. Therefore on average, active vessels landed 498 tonnes, worth £656,742.

Haddock was the most important species to this segment in terms of both value and volume. Cod accounted for only 13% of the volume of landings but 20% of value. The segment's average price for haddock was less than the UK fleet average price for haddock, see Figure 3.

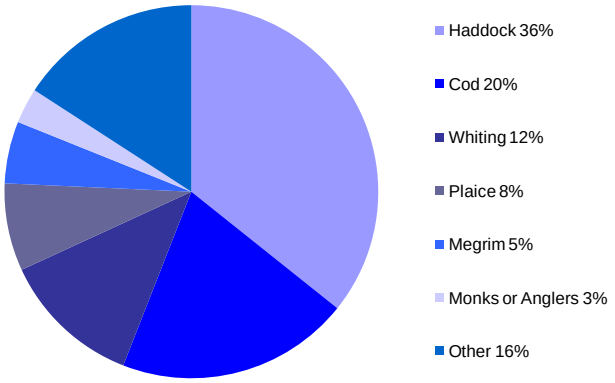

Figure 1. Value landings composition (Source: MMO, Seafish)

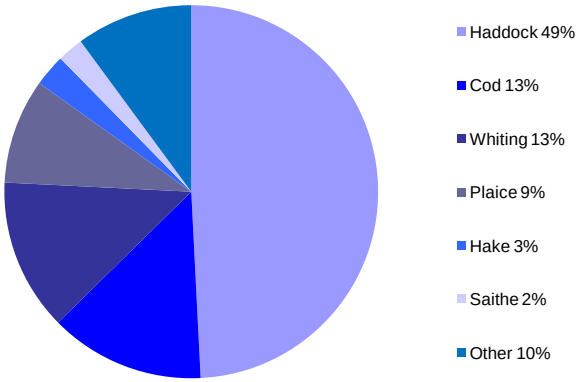

Figure 2. Volume landings composition (Source: MMO, Seafish)

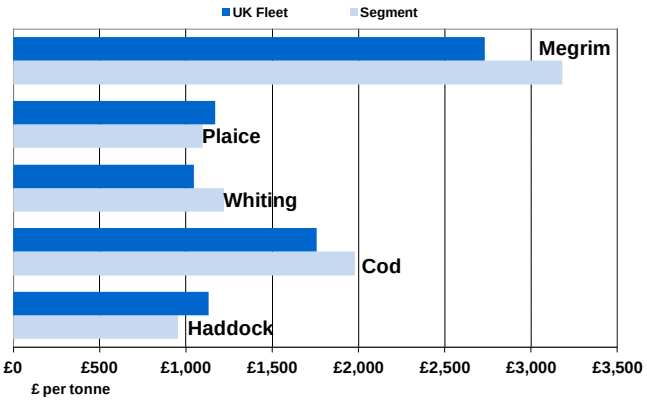

Figure 3. Average prices of key species (Source: MMO, Seafish)

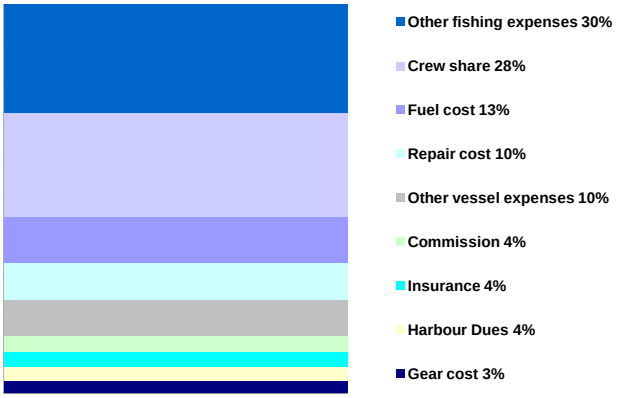

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 3.4 tonnes per day, obtained £1,369 per tonne and therefore earned £4,489 per day at sea. There was a lot of variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 4.1 compared to a segment average of 3.4 and 2.5 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	689,669	656,742	424,568
Tonnes / day	4.1	3.4	2.5
£ per tonne	1,352	1,369	1,273
£ per day	5,200	4,489	3,151
Days at Sea	124	138	124

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £585,866 or 86% of total income. There was a little variation between quartiles, with total operating costs for the most profitable quartile equating to 84% of income compared to 91% in the least profitable quartile. Other fishing expenses and crew share were the largest fishing costs, on average accounting for 30% and 28% of total operating costs respectively.

Fuel

On average, vessels consumed 1,260 litres per day at sea costing £510 per day. Fuel consumption per day ranged from an average of 1,290 litres for vessels in the bottom quartile to an average of 1,090 litres for vessel in the top quartile.

On average, vessels consumed 418 litres of fuel per tonne of seafood landed. This varied slightly between most and least profitable quartiles at 282 litres and 598 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	58,901	74,361	68,197
Annual Litres	145,470	183,653	168,430
Cost per day at sea	441	510	522
Litres per day at sea	1,090	1,260	1,290
Litres per tonne landed	282	418	598

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £93,378 and after deducting depreciation and interest, vessels made on average a net loss of £12,257. There was a small range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £117,248 (16% of total income) compared to the bottom quartile average operating profit of £40,242 (9% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

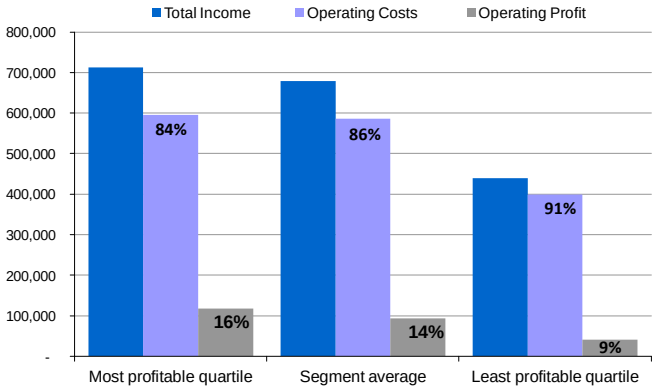

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	656,742	97%
Non-fishing Income	22,502	3%
Total Income	679,244	100%
Fuel costs	74,361	11%
Crew share	166,304	24%
Other Fishing Costs	175,138	26%
Total Fishing Costs	415,804	61%
Total Vessel Costs	170,062	25%
Total Operating Costs	585,866	86%
Operating Profit	93,378	14%
Depreciation	89,577	13%
Interest	16,057	2%
Other finance costs	0	0%
Net Profit	-12,257	-2%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.19 NSWoS demersal trawl under 24m, 300kW and over

- The segment comprised 46 vessels with an average length of 21m
- In total the segment landed 15,366 tonnes of seafood worth £28.1million in 2010
- On average, these vessels landed 334 tonnes, worth £610,336
- Monkfish, cod, nephrops, megrim and haddock were the key species for this segment
- On average vessels made an operating profit of £144,175 in 2010

2010	Segment Total	Average per vessel
Active Vessels	46	-
Length (m)	-	21
Power (kW)	20,313	442
Registered Tonnage (GT)	7,331	159
VCU	15,799	343
Landings (Tonnes)	15,366	334
Fishing Income (£)	28,075,471	610,336
Days at Sea	7,704	167
Vessel Age	-	19
Crew	227	5

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea and West of Scotland demersal trawl under 24m, 300kW and over vessels are based in the main North Sea ports in England and Scotland including Grimsby, Scarborough, Peterhead, Fraserburgh and Lerwick.

Vessels in this segment spent on average 167 days at sea in 2010 targeting a variety of whitefish and Nephrops. On average vessels had 5 crew members and the segment employed 227 fishermen in total.

Income

The segment landed 15,366 tonnes of seafood worth £28.1million in 2010. Therefore on average, active vessels landed 334 tonnes, worth £610,336.

Monkfish was the most important species to this segment in terms of value and accounted for 14% of the volume. Haddock accounted for 16% of the volume of landings but only 10% of value. The segment's average price for monkfish was slightly better than the UK fleet average price for monkfish, see Figure 3.

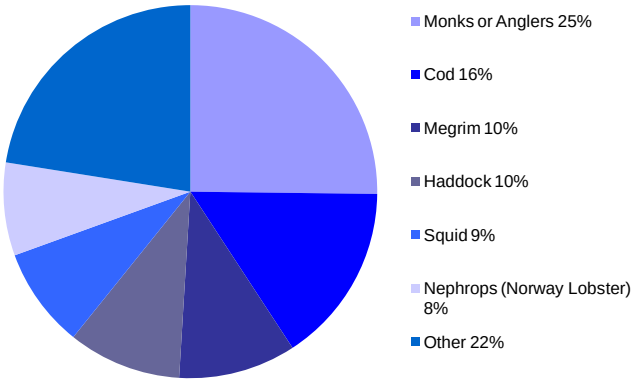

Figure 1. Value landings composition (Source: MMO, Seafish)

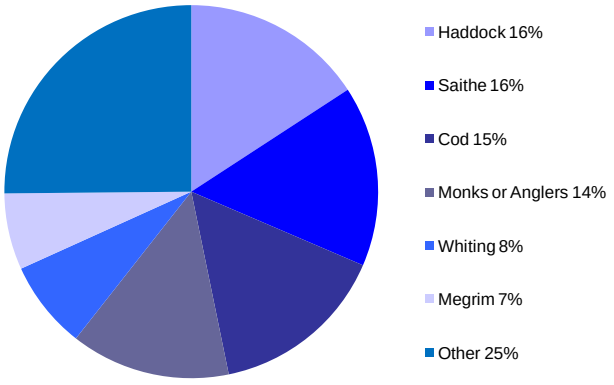

Figure 2. Volume landings composition (Source: MMO, Seafish)

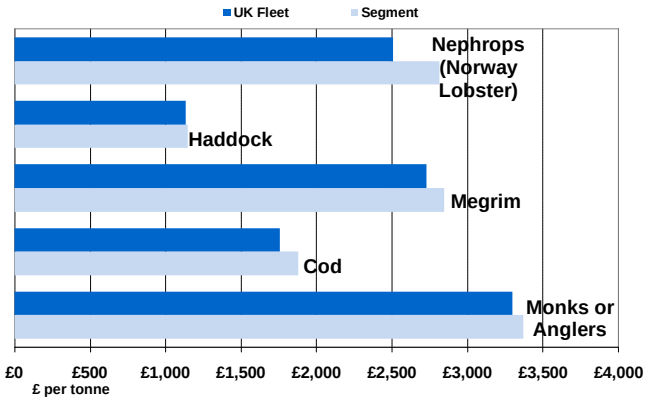

Figure 3. Average prices of key species (Source: MMO, Seafish)

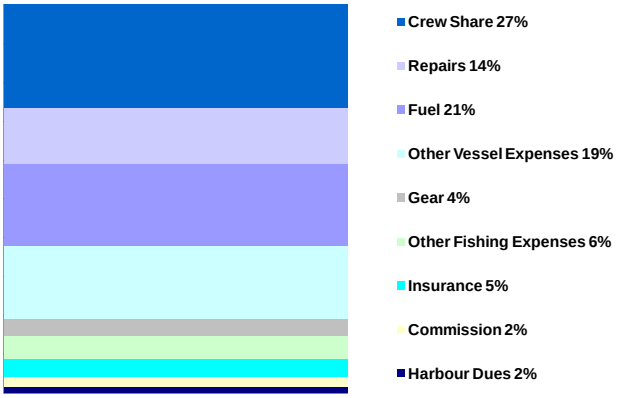

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 2.0 tonnes per day obtained £1,867 per tonne and therefore earned £3,553 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 3.2 compared to a segment average of 2.0 and 1.2 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	881,841	610,336	386,773
Tonnes / day	3.2	2.0	1.2
£ per tonne	1,866	1,867	1,839
£ per day	5,336	3,553	2,208
Days at Sea	163	168	152

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £518,222 or 78% of total income. There was a substantial variation between quartiles, with total operating costs for the most profitable quartile equating to 72% of income compared to 90% in the least profitable quartile. Crew share and repairs were the largest fishing costs, on average accounting for 27% and 14% of total operating costs respectively.

Fuel

On average, vessels consumed 1,848 litres per day at sea costing £748 per day. Fuel consumption per day ranged from an average of 1,900 litres for vessels in the bottom quartile to an average of 1,827 litres for vessel in the top quartile.

On average, vessels consumed 1,093 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 637 litres and 1,656 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	128,550	128,945	119,375
Annual Litres	317,486	318,462	294,825
Cost per day at sea	740	748	769
Litres per day at sea	1,827	1,848	1,900
Litres per tonne landed	637	1,093	1,656

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £144,175 and after deducting depreciation and interest, vessels made on average a net profit of £86,942. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £266,066 (28% of total income) compared to the bottom quartile average operating profit of £39,238 (10% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

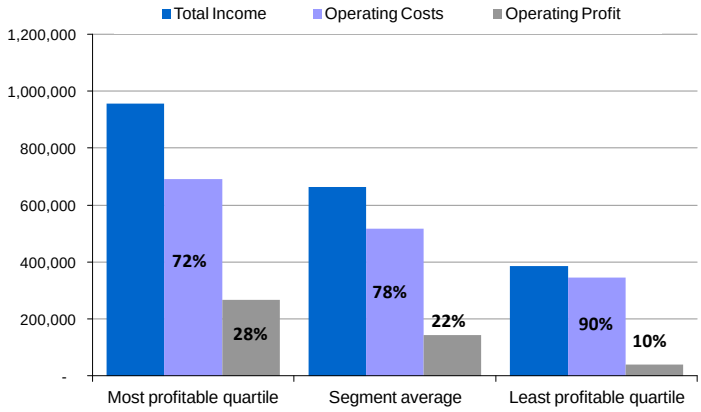

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	610,336	92%
Non-fishing Income	52,060	8%
Total Income	662,397	100%
Fuel costs	128,945	19%
Crew share	124,332	19%
Other Fishing Costs	137,168	21%
Total Fishing Costs	390,445	59%
Total Vessel Costs	127,777	19%
Total Operating Costs	518,222	78%
Operating Profit	144,175	22%
Depreciation	41,583	6%
Interest	15,541	2%
Other finance costs	110	0%
Net Profit	86,942	13%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.20 NSWoS demersal trawl under 24m under 300kW

- The segment comprised 29 vessels with an average length of 16m
- In total the segment landed 4,595 tonnes of seafood worth £6.5million in 2010
- On average, these vessels landed 158 tonnes, worth £222,797
- Nephrops and queen scallops were the key species for this segment
- On average vessels made an operating profit of £62,746 in 2010

2010	Segment Total	Average per vessel
Active Vessels	29	-
Length (m)	-	16
Power (kW)	6,093	210
Registered Tonnage (GT)	1,613	56
VCU	5,289	182
Landings (Tonnes)	4,595	158
Fishing Income (£)	6,461,117	222,797
Days at Sea	4,075	141
Vessel Age	-	28
Crew	98	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea and West of Scotland demersal trawl under 24m, under 300kW vessels are based in the main North Sea ports in England and Scotland including Grimsby, Scarborough, Peterhead, Fraserburgh and Lerwick. There was a slight decrese in membership of this segment in 2010 compared to 2009.

Vessels in this segment spent on average 141days at sea in 2010 targeting a mix of white fish, scallops and nephrops. On average vessels had 3 crew members and the segment employed 98 fishermen in total.

Income

The segment landed 4,595 tonnes of seafood worth £6.5million in 2010. Therefore on average, active vessels landed 158 tonnes, worth £222,797.

Megrim was the most important species to this segment in terms of value but only accounted for 7% of volume. The segment's average price for megrim was well above the UK fleet average price for the species, see Figure 3.

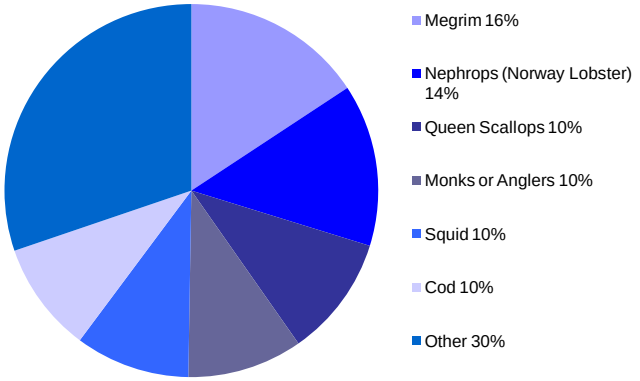

Figure 1. Value landings composition (Source: MMO, Seafish)

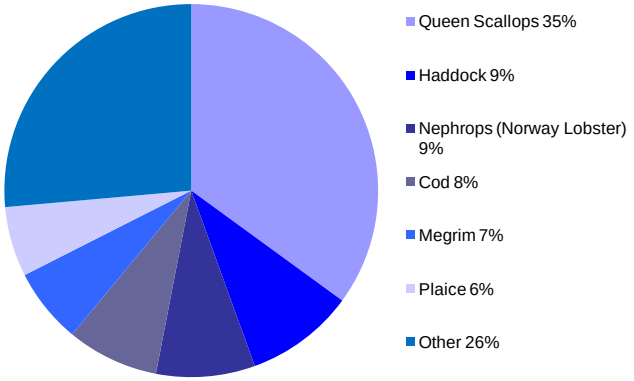

Figure 2. Volume landings composition (Source: MMO, Seafish)

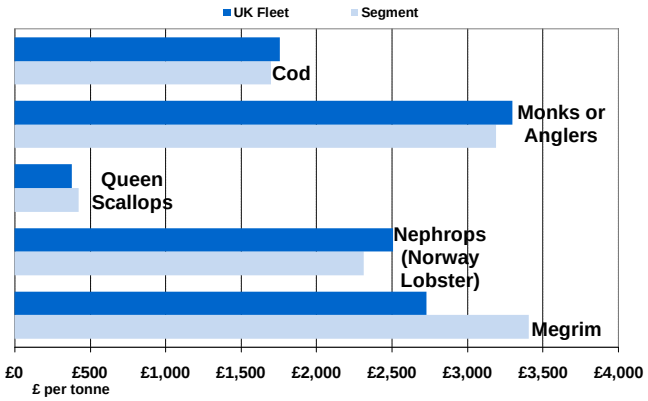

Figure 3. Average prices of key species (Source: MMO, Seafish)

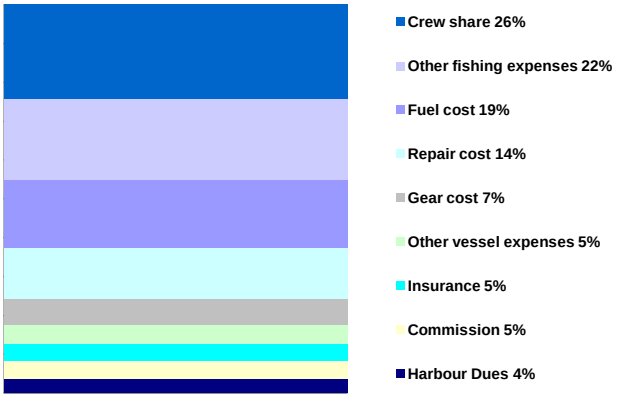

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 1.0 tonnes per day, obtained £2,369 per tonne and therefore earned £1,452 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 2.16 compared to a segment average of 1.03 and 0.34 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	428,797	222,797	74,171
Tonnes / day	2.16	1.03	0.34
£ per tonne	2,408	2,369	2,966
£ per day	2,670	1,452	572
Days at Sea	154	141	112

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £203,811 or 76% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 70% of income compared to 95% in the least profitable quartile. Crew share and other fishing expenses were the largest fishing costs, on average accounting for 26% and 22% of total operating costs respectively.

Fuel

On average, vessels consumed 640 litres per day at sea costing £259 per day. Fuel consumption per day ranged from an average of 544 litres for vessels in the bottom quartile to an average of 643 litres for vessel in the top quartile.

On average, vessels consumed 2,021 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 626 litres and 4,590 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	40,195	37,794	27,038
Annual Litres	99,271	93,341	66,778
Cost per day at sea	260	259	220
Litres per day at sea	643	640	544
Litres per tonne landed	626	2,021	4,590

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £62,746 and after deducting depreciation and interest, vessels made on average a net profit of £41,916. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £153,305 (30% of total income) compared to the bottom quartile average profit of £3,657 (5% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit/loss for the top and bottom quartiles and the segment average.

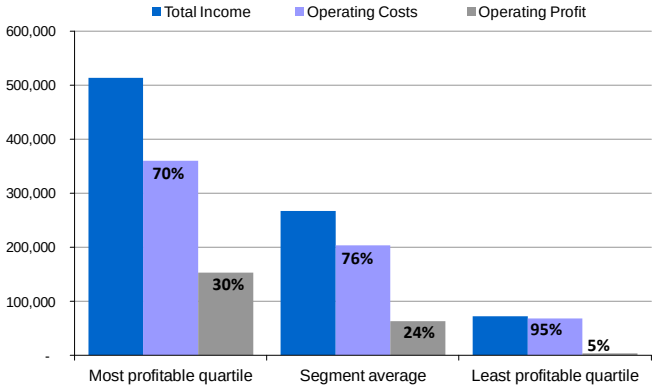

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	222,797	84%
Non-fishing Income	43,759	16%
Total Income	266,556	100%
Fuel costs	37,794	14%
Crew share	52,395	20%
Other Fishing Costs	44,627	17%
Total Fishing Costs	134,816	51%
Total Vessel Costs	68,995	26%
Total Operating Costs	203,811	76%
Operating Profit	62,746	24%
Depreciation	13,674	5%
Interest	4,482	2%
Other finance costs	2,673	1%
Net Profit	41,916	16%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.21 NSWoS scallop dredge

- The segment comprised 50 vessels with an average length of 16m
- In total the segment landed 6,180 tonnes of seafood worth £11.4million in 2010
- On average, these vessels landed 124 tonnes, worth £228,759
- Scallops was the key species for this segment
- On average vessels made an operating loss of £13,326 in 2010

2010	Segment Total	Average per vessel
Active Vessels	50	-
Length (m)	-	16
Power (kW)	11,279	226
Registered Tonnage (GT)	2,451	49
VCU	9,288	186
Landings (Tonnes)	6,180	124
Fishing Income (£)	11,437,961	228,759
Days at Sea	7,915	158
Vessel Age	-	31
Crew	151	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

North Sea and West of Scotland scallop dredge vessels are based at a number of ports throughout the UK.

Vessels in this segment spent on average 158 days at sea in 2010 targeting mostly scallops. On average vessels had 3 crew members and the segment employed 151 fishermen in total.

Income

The segment landed 6,180 tonnes of seafood worth £11.4 million in 2010. Therefore on average, active vessels landed 124 tonnes, worth £228,759.

Scallops was the most important species to this segment in terms of both value and volume. The segment's average price for scallops was higher than the UK fleet average price for scallops, see Figure 3.

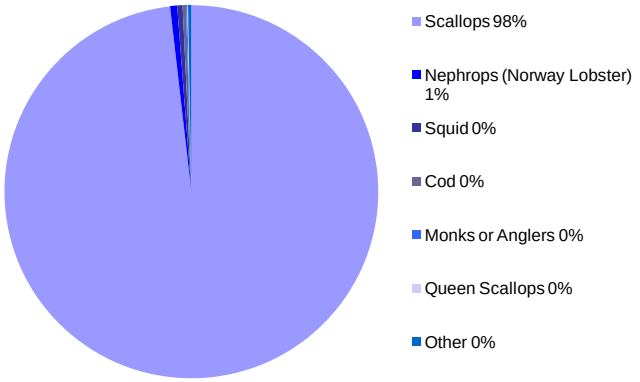

Figure 1. Value landings composition (Source: MMO, Seafish)

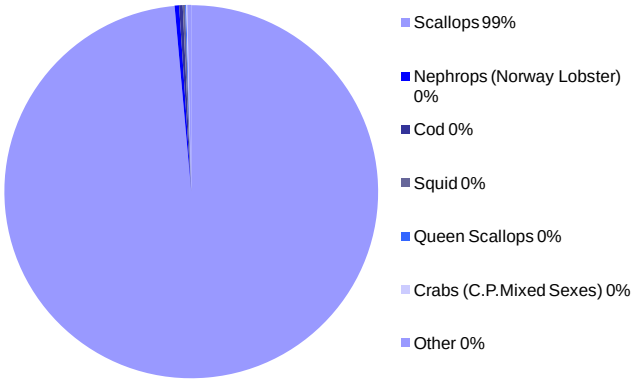

Figure 2. Volume landings composition (Source: MMO, Seafish)

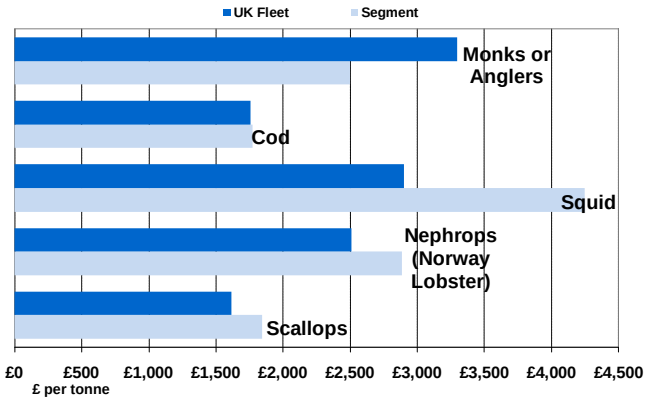

Figure 3. Average prices of key species (Source: MMO, Seafish)

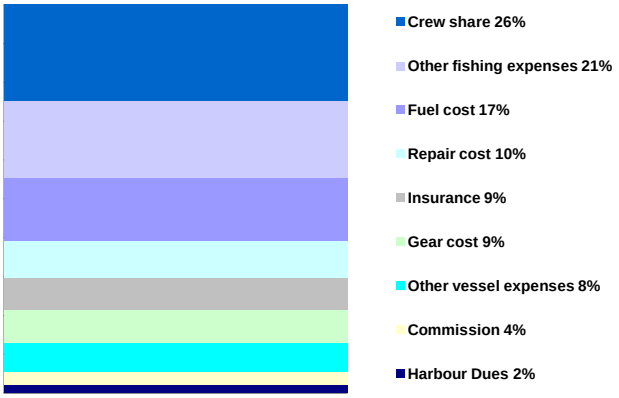

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.7 tonnes per day, obtained £2,100 per tonne and therefore earned £1,413 per day at sea. There was a large variation in prices per tonne achieved between quartiles and vessels in the top quartile landed fewer tonnes per day at 0.58 compared to a segment average of 0.72 and 0.60 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	219,881	228,759	143,250
Tonnes / day	0.58	0.72	0.60
£ per tonne	3,429	2,100	1,637
£ per day	1,795	1,413	973
Days at Sea	135	158	145

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £255,448 or 106% of total income. There was some variation between quartiles, with total operating costs for the most profitable quartile equating to 96% of income compared to 118% in the least profitable quartile. Crew share and other fishing expenses were the largest fishing costs, on average accounting for 26% and 21% of total operating costs respectively.

Fuel

On average, vessels consumed 642 litres per day at sea costing £260 per day. Fuel consumption per day ranged from an average of 785 litres for vessels in the bottom quartile to an average of 375 litres for vessel in the top quartile.

On average, vessels consumed 936 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 679 litres and 1,365 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	20,488	43,495	46,448
Annual Litres	50,600	107,422	114,715
Cost per day at sea	152	260	318
Litres per day at sea	375	642	785
Litres per tonne landed	679	936	1,365

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating loss for active vessels in the segment was £13,326 and after deducting depreciation and interest, vessels made on average a net loss of £75,576. There was a range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £8,510 (4% of total income) compared to the bottom quartile average operating loss of £27,556 (-18% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

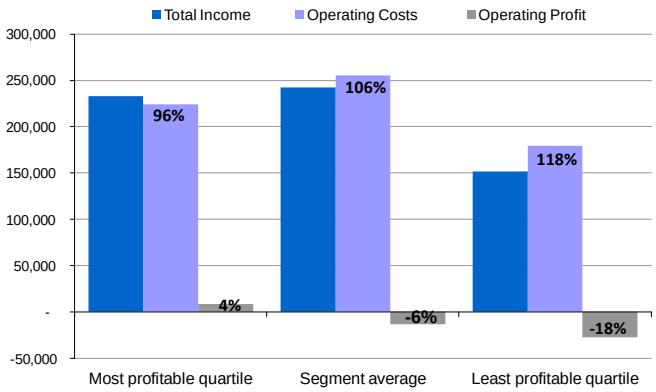

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	228,759	94%
Non-fishing Income	13,363	6%
Total Income	242,122	100%
Fuel costs	43,495	18%
Crew share	66,412	27%
Other Fishing Costs	52,627	22%
Total Fishing Costs	162,534	67%
Total Vessel Costs	92,914	38%
Total Operating Costs	255,448	106%
Operating Profit	-13,326	-6%
Depreciation	60,087	25%
Interest	2,163	1%
Other financial costs	0	0%
Net Profit	-75,576	-31%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.22 Pelagic 40m and over

- The segment comprised 30 vessels with an average length of 67m
- In total the segment landed 248,036 tonnes of seafood worth £159.1million in 2010
- On average, these vessels landed 8,268 tonnes, worth £5.3million
- Mackerel and herring were the key species for this segment

2010	Segment Total	Average per vessel
Active Vessels	30	-
Length (m)	-	67
Power (kW)	144,141	4805
Registered Tonnage (GT)	61,571	2052
VCU	88,355	2,945
Landings (Tonnes)	248,036	8,268
Fishing Income (£)	159,108,774	5,303,626
Days at Sea	1,539	51
Vessel Age	-	10
Crew	426	15

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Over 40m pelagic vessels are based in the north east of Scotland and the Shetland Isles, and operate from Peterhead, Fraserburgh and Lerwick. These vessels land in Scotland and also in Norway.

Vessels in this segment spent on average 51 days at sea in 2010 targeting mostly mackerel and herring. This was a drop in activity levels compared to 2009. Estimates show that, on average, vessels had 15 crew members while the segment employed 426 fishermen in total.

Income

The segment landed 248,036 tonnes of seafood worth £159.1 million in 2010. Therefore on average, active vessels landed 8,268 tonnes, worth £5.3 million. Average value of landings per vessel was lower in 2010 than in 2009.

Mackerel was the most important species to this segment in terms of both value and volume. Mackerel accounted for 62% of the volume of landings but 83% of value. The segment's average price for mackerel was nearly identical to the UK fleet average price for mackerel, which would be expected as this segment landed the vast majority of UK landed mackerel, see Figure 3.

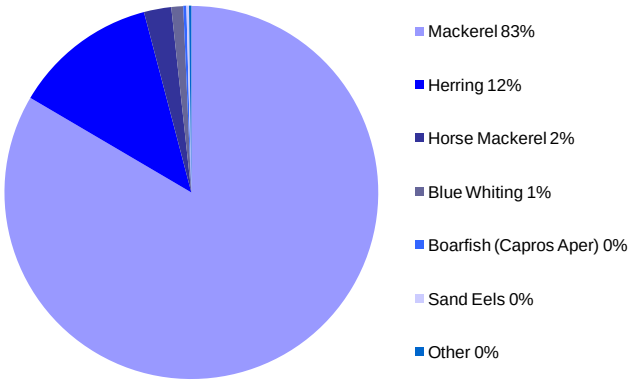

Figure 1. Value landings composition (Source: MMO, Seafish)

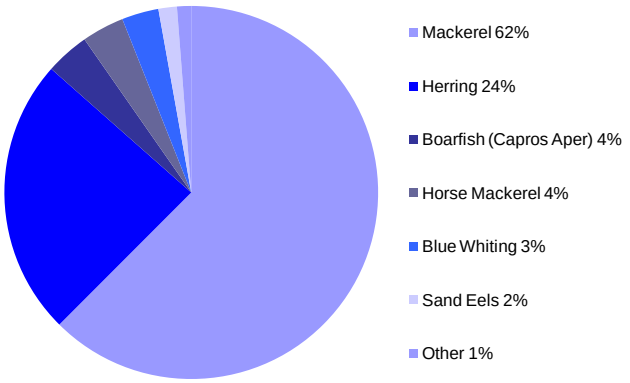

Figure 2. Volume landings composition (Source: MMO, Seafish)

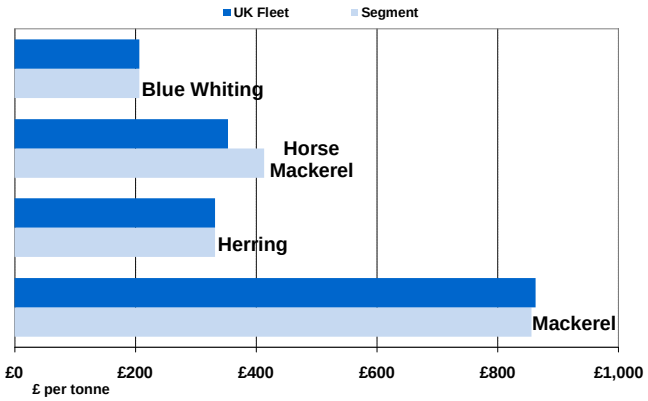

Figure 3. Average prices of key species (Source: MMO, Seafish)

Table 2 shows that, on average, vessels in this segment landed 194 tonnes per day, obtained £632 per tonne (all species) and therefore earned £128,242 per day at sea.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	-	5,303,626	-
Tonnes / day	-	194	-
£ per tonne	-	632	-
£ per day	-	128,242	-
Days at Sea	-	51	-

Table 2. Landings per day at sea (Source: Seafish, MMO)

2.23 Pots and traps 10m - 12m

- The segment comprised 175 vessels with an average length of 11m
- In total the segment landed 8,606 tonnes of seafood worth £17.7million in 2010
- On average, these vessels landed 49 tonnes, worth £100,925
- Nephrops, lobster and crab were the key species for this segment
- On average vessels made an operating profit of £13,248 in 2010

2010	Segment Total	Average per vessel
Active Vessels	175	-
Length (m)	-	11
Power (kW)	22,448	128
Registered Tonnage (GT)	2,182	12
VCU	18,036	103
Landings (Tonnes)	8,606	49
Fishing Income (£)	17,661,935	100,925
Days at Sea	29,501	169
Vessel Age	-	26
Crew	493	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels 10m–12m using pots and traps are based at a number of ports throughout the UK.

Vessels in this segment spent on average 169 days at sea in 2010 targeting mostly nephrops, lobster and crab. On average vessels had 3 crew members and the segment employed 493 fishermen in total.

Income

The segment landed 8,606 tonnes of seafood worth £17.7 million in 2010. Therefore on average, active vessels landed 49 tonnes, worth £100,925.

Nephrops was the most important species to this segment in terms of value although only accounted for 7% of volume of landings. Crabs accounted for 47% of the volume of landings and 26% of value. The segment's average price for nephrops was significantly greater than the UK fleet average price for nephrops, as would be expected, compared to the majority of nephrops which are trawl caught, see Figure 3.

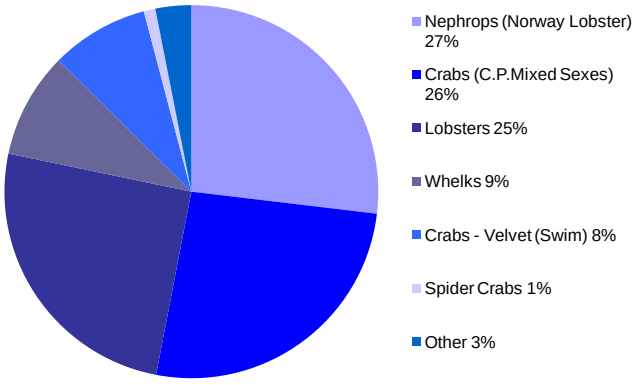

Figure 1. Value landings composition (Source: MMO, Seafish)

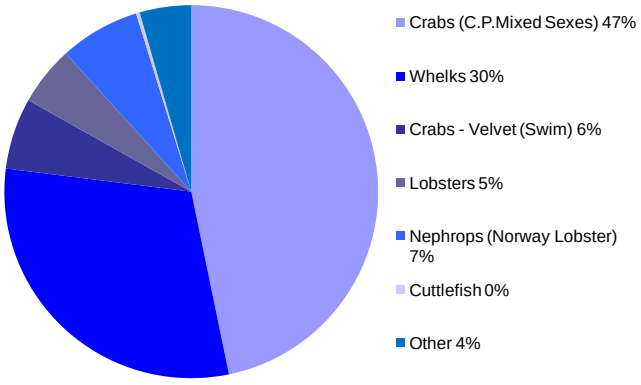

Figure 2. Volume landings composition (Source: MMO, Seafish)

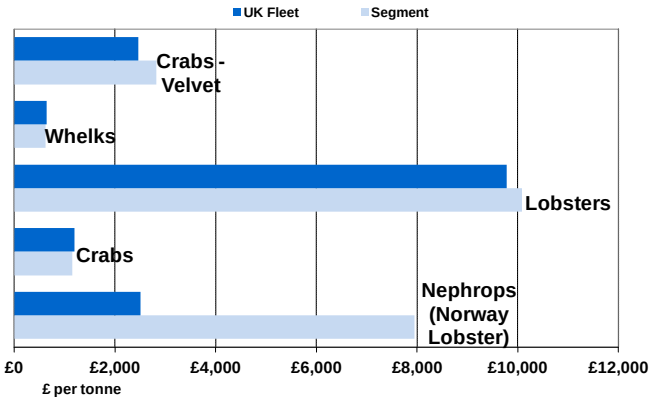

Figure 3. Average prices of key species (Source: MMO, Seafish)

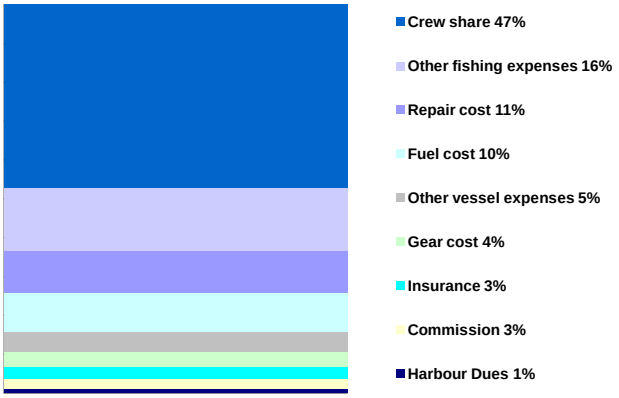

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.3 tonnes per day, obtained £3,651 per tonne and therefore earned £628 per day at sea. There was a variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 0.57 compared to a segment average of 0.30 and 0.15 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	137,470	100,925	58,318
Tonnes / day	0.57	0.30	0.15
£ per tonne	3,335	3,651	3,978
£ per day	1,069	628	316
Days at Sea	134	169	176

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £92,893 or 88% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 83% of income compared to 97% in the least profitable quartile. Crew share was the single largest fishing cost, on average accounting for 47% of total operating costs.

Fuel

On average, vessels consumed 136 litres per day at sea costing £55 per day. Fuel consumption per day ranged from an average of 155 litres for vessels in the bottom quartile to an average of 119 litres for vessel in the top quartile.

On average, vessels consumed 1,088 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 384 litres and 2,226 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	6,461	9,501	11,383
Annual Litres	15,956	23,465	28,112
Cost per day at sea	48	55	63
Litres per day at sea	119	136	155
Litres per tonne landed	384	1,088	2,226

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £13,248 and after deducting depreciation and interest, vessels made on average a net profit of £7,451. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £24,526 (17% of total income) compared to the bottom quartile average operating loss of £1,763 (3% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

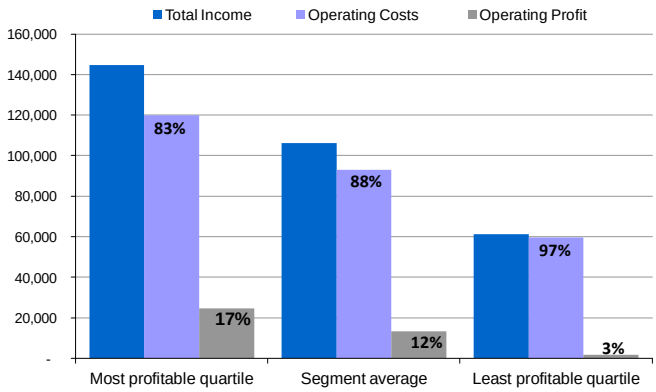

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	100,925	95%
Non-fishing Income	5,217	5%
Total Income	106,142	100%
Fuel costs	9,501	9%
Crew share	43,871	41%
Other Fishing Costs	14,828	14%
Total Fishing Costs	68,200	64%
Total Vessel Costs	24,694	23%
Total Operating Costs	92,893	88%
Operating Profit	13,248	12%
Depreciation	4,732	4%
Interest	1,065	1%
Other finance costs	0	0%
Net Profit	7,451	7%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.24 Pots and traps 12m and over

- The segment comprised 79 vessels with an average length of 15m
- In total the segment landed 16,381 tonnes of seafood worth £23.2million in 2010
- On average, these vessels landed 207 tonnes, worth £293,397
- Crabs and lobster were the key species for this segment
- On average vessels made an operating profit of £28,987 in 2010

2010	Segment Total	Average per vessel
Active Vessels	79	-
Length (m)	-	15
Power (kW)	17,511	222
Registered Tonnage (GT)	4,461	56
VCU	14,499	184
Landings (Tonnes)	16,381	207
Fishing Income (£)	23,178,356	293,397
Days at Sea	14,792	187
Vessel Age	-	27
Crew	345	5

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels over 12m using pots and traps are based at a number of ports throughout the UK.

Vessels in this segment spent on average 187 days at sea in 2010 targeting mostly crabs and lobster. On average vessels had 5 crew members and the segment employed 345 fishermen in total.

Income

The segment landed 16,381 tonnes of seafood worth £23.2 million in 2010. Therefore on average, active vessels landed 207 tonnes, worth £293,397.

Crab was the most important species to this segment in terms of both value and volume. Whelks accounted for 22% of the volume of landings but just 10% of value. The segment's average price for lobsters was marginally more than the UK fleet average price for lobsters, see Figure 3.

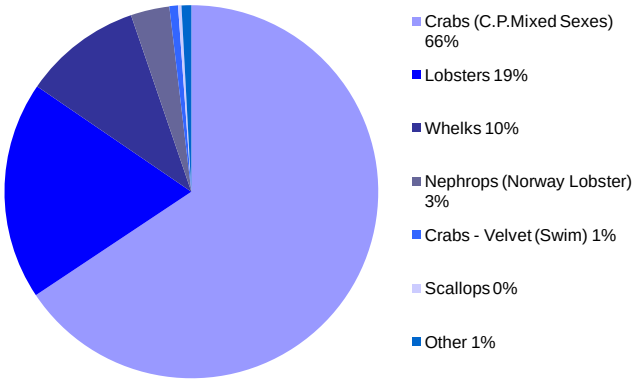

Figure 1. Value landings composition (Source: MMO, Seafish)

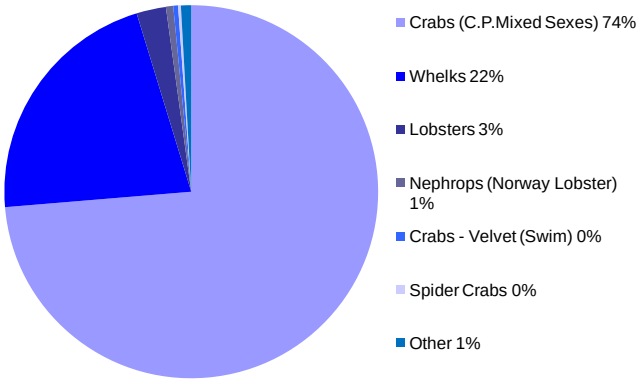

Figure 2. Volume landings composition (Source: MMO, Seafish)

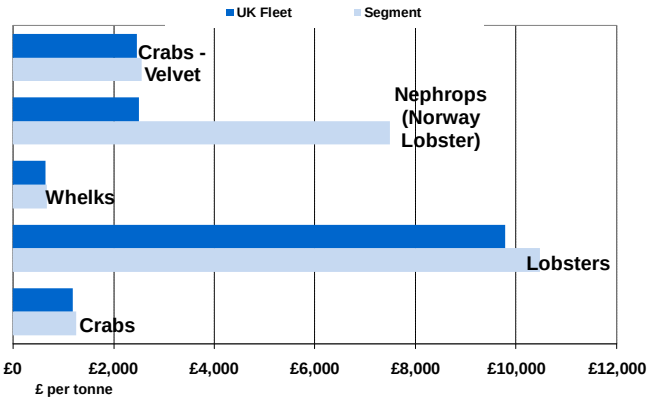

Figure 3. Average prices of key species (Source: MMO, Seafish)

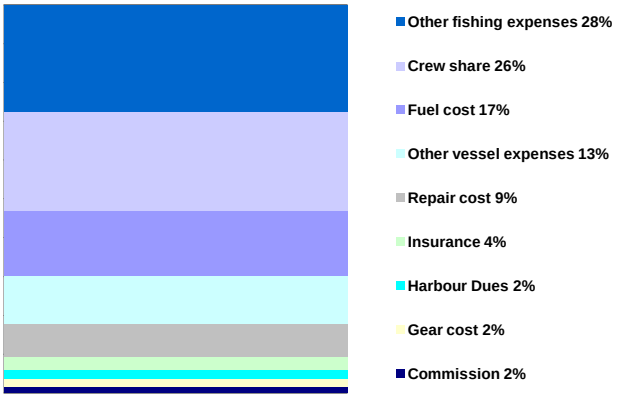

Figure 4. Operating cost breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 1.1 tonnes per day, obtained £2,135 per tonne and therefore earned £1,483 per day at sea. There was a variation between prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 2.13 compared to a segment average of 1.09 and 0.39 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	572,074	293,397	91,774
Tonnes / day	2.13	1.09	0.39
£ per tonne	1,469	2,135	3,278
£ per day	2,796	1,483	580
Days at Sea	208	187	161

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £274,762 or 90% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 85% of income compared to 114% in the least profitable quartile. Other fishing expenses was the largest fishing costs, on average accounting for 28% of total operating costs.

Fuel

On average, vessels consumed 604 litres per day at sea costing £244 per day. Fuel consumption per day ranged from an average of 578 litres for vessels in the bottom quartile to an average of 663 litres for vessel in the top quartile.

On average, vessels consumed 1,626 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 360 litres and 4,255 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	57,274	46,800	37,340
Annual Litres	141,453	115,583	92,220
Cost per day at sea	269	244	234
Litres per day at sea	663	604	578
Litres per tonne landed	360	1,626	4,255

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £28,987 and after deducting depreciation and interest, vessels made on average a net profit of £3,875. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £91,789 (15% of total income) compared to the bottom quartile average operating loss of £13,634 (-14% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

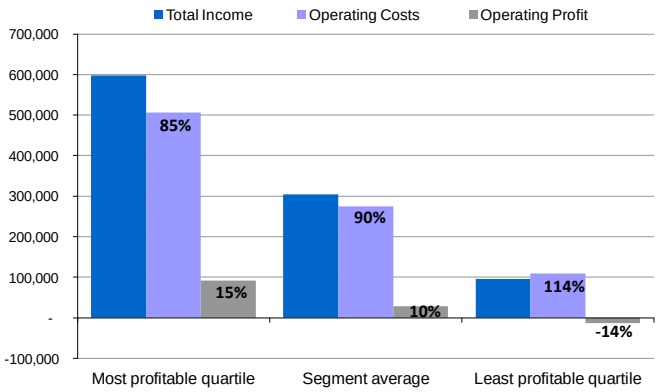

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	293,397	97%
Non-fishing Income	10,352	3%
Total Income	303,749	100%
Fuel costs	46,800	15%
Crew share	72,616	24%
Other Fishing Costs	77,825	26%
Total Fishing Costs	197,241	65%
Total Vessel Costs	77,521	26%
Total Operating Costs	274,762	90%
Operating Profit	28,987	10%
Depreciation	17,324	6%
Interest	7,657	3%
Other finance costs	131	0%
Net Profit	3,875	1%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.25 South West beam trawl under 250kW

- The segment comprised 19 vessels with an average length of 21m
- In total the segment landed 3,460 tonnes of seafood worth £9.7million in 2010
- On average, these vessels landed 182 tonnes, worth £512,720
- Sole was the key species for this segment
- On average vessels made an operating profit of £82,347 in 2010

2010	Segment Total	Average per vessel
Active Vessels	19	-
Length (m)	-	21
Power (kW)	4,052	213
Registered Tonnage (GT)	1,818	96
VCU	4,265	224
Landings (Tonnes)	3,460	182
Fishing Income (£)	9,741,679	512,720
Days at Sea	4,661	245
Vessel Age	-	22
Crew	85	4

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels in the south west and English Channel beam trawl under 250kW segment are based at a number of ports on the south coast of England, including Brixham, Plymouth and Newlyn.

Vessels in this segment spent on average 245 days at sea in 2010 targeting mostly sole. On average vessels had 4 crew members and the segment employed 85 fishermen in total.

Income

The segment landed 3,460 tonnes of seafood worth £9.7 million in 2010. Therefore on average, active vessels landed 182 tonnes, worth £512,720.

Sole was the most important species to this segment in terms of value. Scallops accounted for 15% of the volume of landings but just 7% of value. The segment's average price for sole was marginally higher than the UK fleet average price for sole, see Figure 3.

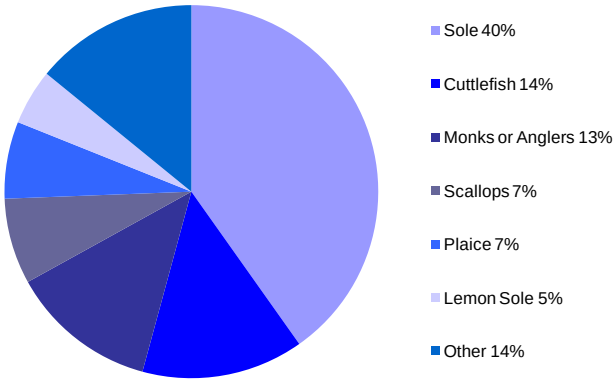

Figure 1. Value landings composition (Source: MMO, Seafish)

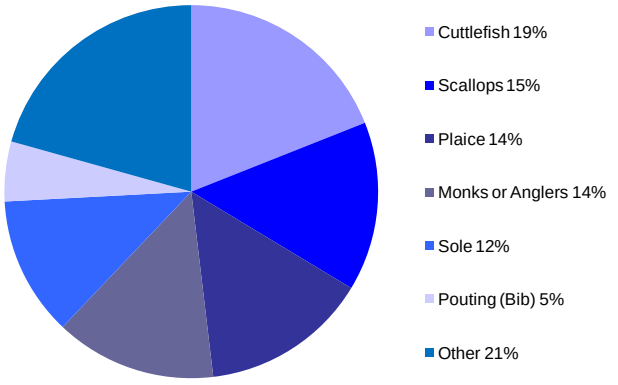

Figure 2. Volume landings composition (Source: MMO, Seafish)

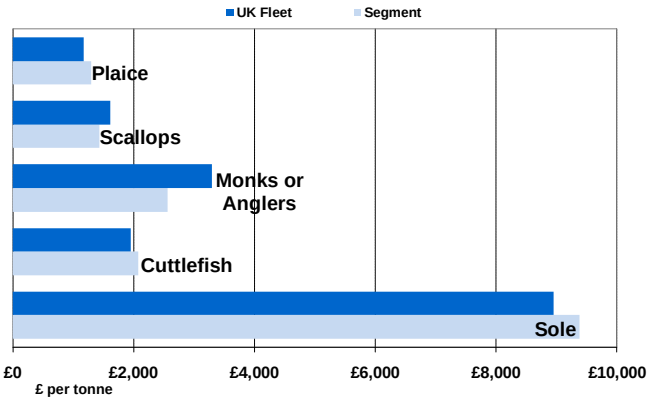

Figure 3. Average prices of key species (Source: MMO, Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.71 tonnes per day, obtained £3,015 per tonne and therefore earned £2,018 per day at sea. There was relatively little variation in prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 0.96 compared to a segment average of 0.71 and 0.49 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	734,215	512,720	305,541
Tonnes / day	0.96	0.71	0.49
£ per tonne	2,787	3,015	3,055
£ per day	2,497	2,018	1,461
Days at Sea	293	245	200

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £433,452 or 84% of total income. There was little variation between quartiles, with total operating costs for the most profitable quartile equating to 81% of income compared to 88% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average accounting for 31% and 25% of total operating costs respectively.

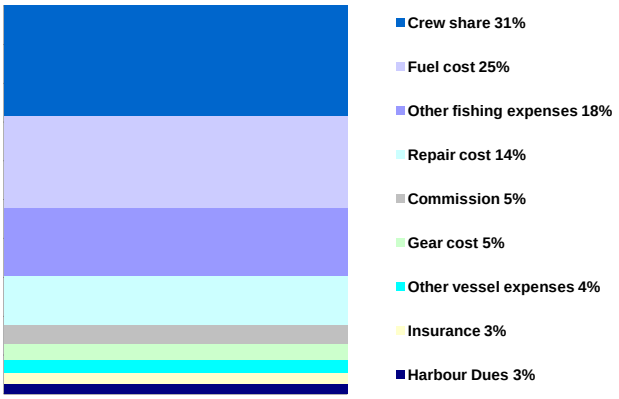

Figure 4. Operating costs breakdown (Source: Seafish)

Fuel

On average, vessels consumed 1,082 litres per day at sea costing £438 per day. Fuel consumption per day ranged from an average of 930 litres for vessels in the bottom quartile to an average of 1,100 litres for vessels in the top quartile.

On average, vessels consumed 1,676 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 1,235 litres and 1,989 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	130,611	109,222	77,287
Annual Litres	322,575	269,750	190,880
Cost per day at sea	445	438	377
Litres per day at sea	1,100	1,082	930
Litres per tonne landed	1,235	1,676	1,989

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £82,347 and after deducting depreciation and interest, vessels made on average a net profit of £68,174. There was a range of profit levels and margins within the segment. Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

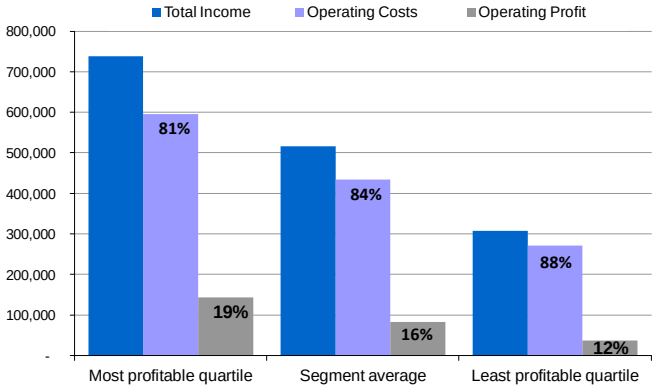

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	512,720	99%
Non-fishing Income	3,080	1%
Total Income	514,800	100%
Fuel costs	109,222	21%
Crew share	132,508	26%
Other Fishing Costs	79,829	15%
Total Fishing Costs	321,559	62%
Total Vessel Costs	111,893	22%
Total Operating Costs	433,452	84%
Operating Profit	82,347	16%
Depreciation	9,524	2%
Interest	4,650	1%
Other finance costs	0	0%
Net Profit	68,174	13%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.26 South West beam trawl 250kW and over

- The segment comprised 22 vessels with an average length of 28m
- In total the segment landed 5,579 tonnes of seafood worth £14.3million in 2010
- On average, these vessels landed 254 tonnes, worth £648,412
- Sole, monkfish and cuttlefish were the key species for this segment
- On average vessels made an operating loss of £22,583 in 2010

2010	Segment Total	Average per vessel
Active Vessels	22	-
Length (m)	-	28
Power (kW)	13,245	602
Registered Tonnage (GT)	3,449	157
VCU	10,225	465
Landings (Tonnes)	5,579	254
Fishing Income (£)	14,265,054	648,412
Days at Sea	4,668	212
Vessel Age	-	39
Crew	146	6

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels in the south west and English Channel beam trawl 250kW and over segment are based at a number of ports on the south coast of England, including Brixham, Plymouth and Newlyn.

Vessels in this segment spent on average 212 days at sea in 2010 targeting mostly cuttlefish and monkfish. On average vessels had 6 crew members and the segment employed 146 fishermen in total.

Income

The segment landed 5,579 tonnes of seafood worth £14.3 million in 2010. Therefore on average, active vessels landed 254 tonnes, worth £648,412.

Monkfish was the most important species to this segment in terms of value. Cuttlefish accounted for 28% of the volume of landings and 24% of value. The segment's average price for sole was significantly greater than the UK fleet average price for sole, see Figure 3.

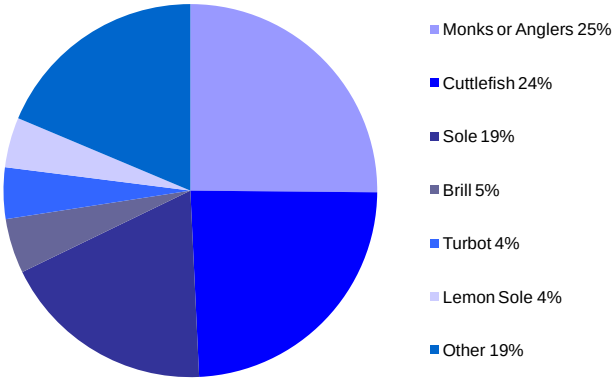

Figure 1. Value landings composition (Source: MMO, Seafish)

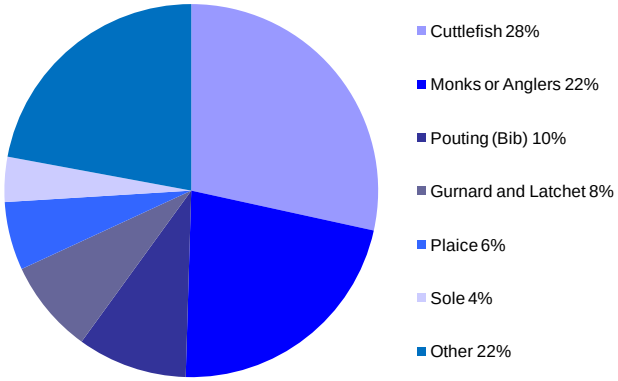

Figure 2. Volume landings composition (Source: MMO, Seafish)

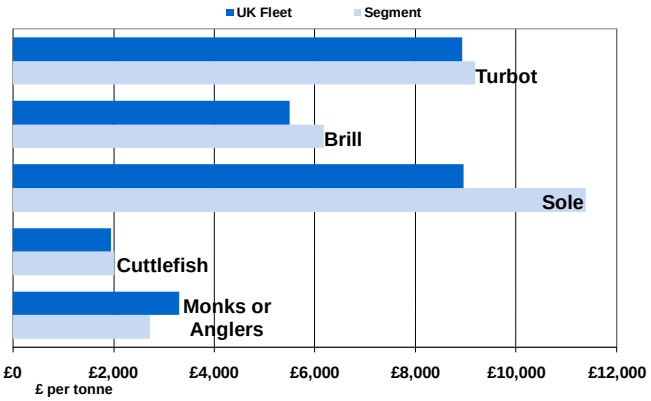

Figure 3. Average prices of key species (Source: MMO, Seafish)

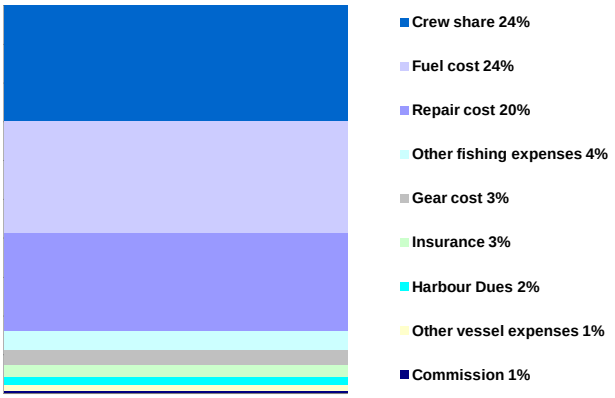

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 1.13 tonnes per day, obtained £2,663 per tonne and therefore earned £2,944 per day at sea. There was variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 1.98 compared to a segment average of 1.13 and 0.81 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	1,245,503	648,412	462,044
Tonnes / day	1.98	1.13	0.81
£ per tonne	2,157	2,663	2,805
£ per day	4,251	2,944	2,255
Days at Sea	293	212	202

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £680,621 or 103% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 68% of income compared to 113% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average both accounting for 24% of total operating costs.

Fuel

On average, vessels consumed 1,818 litres per day at sea costing £736 per day.

On average, vessels consumed 1,704 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 1,117 and 2,420 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	260,999	160,355	153,935
Annual Litres	644,600	396,036	380,180
Cost per day at sea	891	736	777
Litres per day at sea	2,200	1,818	1,920
Litres per tonne landed	1,117	1,704	2,420

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating loss for active vessels in the segment was £22,583 and after deducting depreciation and interest, vessels made on average a net loss of £67,772. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £396,835 (32% of total income) compared to the bottom quartile average operating profit at a loss of £63,344 (-13% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit/loss for the top and bottom quartiles and the segment average.

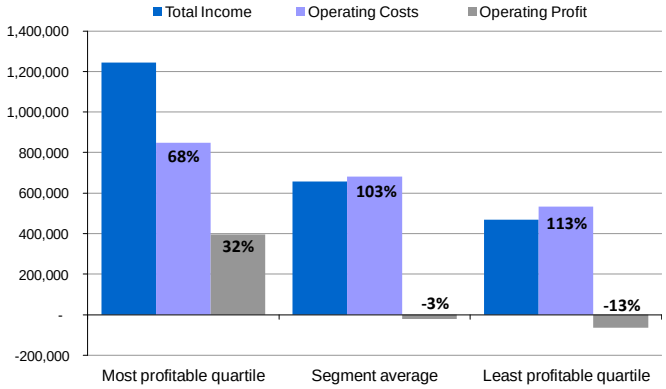

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	648,412	99%
Non-fishing Income	9,626	1%
Total Income	658,038	100%
Fuel costs	160,355	24%
Crew share	163,639	25%
Other Fishing Costs	25,933	4%
Total Fishing Costs	349,927	53%
Total Vessel Costs	330,694	50%
Total Operating Costs	680,621	103%
Operating Profit	-22,583	-3%
Depreciation	18,599	3%
Interest	9,924	2%
Other finance costs	29,632	5%
Net Profit	-67,772	-10%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.27 Under 10m demersal trawl / seine

- The segment comprised 205 vessels with an average length of 9.7m
- In total the segment landed 5,200 tonnes of seafood worth £11.7million in 2010
- On average, these vessels landed 25 tonnes, worth £57,236
- Nephrops was the key species for this segment
- On average vessels made an operating profit of £16,508 in 2010

2010	Segment Total	Average per vessel
Active Vessels	205	205
Length (m)	1,985	9.7
Power (kW)	23,335	114
Registered Tonnage (GT)	2,198	11
VCU	18,597	91
Landings (Tonnes)	5,200	25
Fishing Income (£)	11,733,472	57,236
Days at Sea	20,234	99
Vessel Age	3,678	18
Crew	462	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels in the under 10m trawl and seine segment are based in ports throughout the UK. Many vessels which otherwise would have been in this segment are included in the low activity under 10m segment due to their low levels of days at sea or value of landings.

Vessels in this segment spent on average 99 days at sea in 2010 targeting mostly nephrops. On average vessels had 2 crew members and the segment employed 462 fishermen in total.

Income

The segment landed 5,200 tonnes of seafood worth £11.7 million in 2010. Therefore on average, active vessels landed 25 tonnes, worth £57,236.

Nephrops was the most important species to this segment in terms of both value and volume. The segment's average price for nephrops was slightly lower than the UK fleet average price for nephrops, see Figure 3.

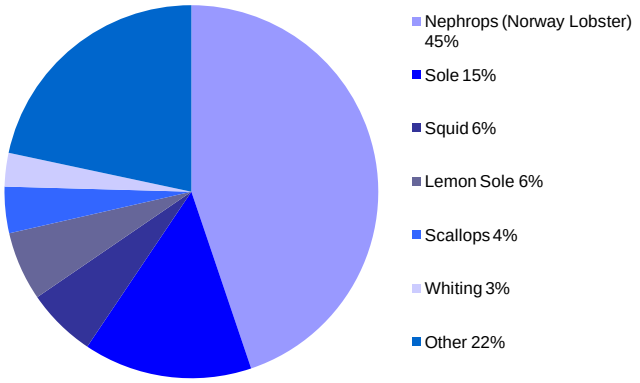

Figure 1. Value landings composition (Source: MMO, Seafish)

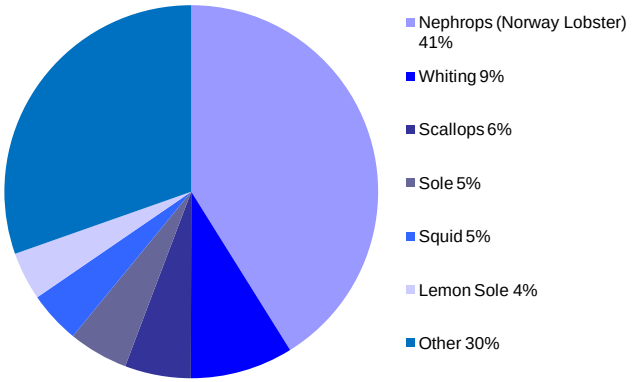

Figure 2. Volume landings composition (Source: MMO, Seafish)

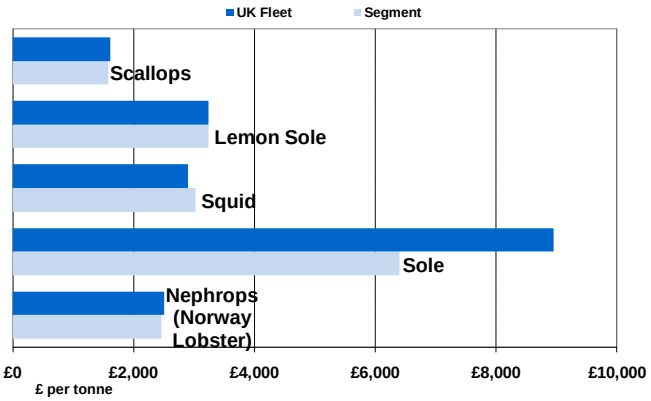

Figure 3. Average prices of key species (Source: MMO, Seafish)

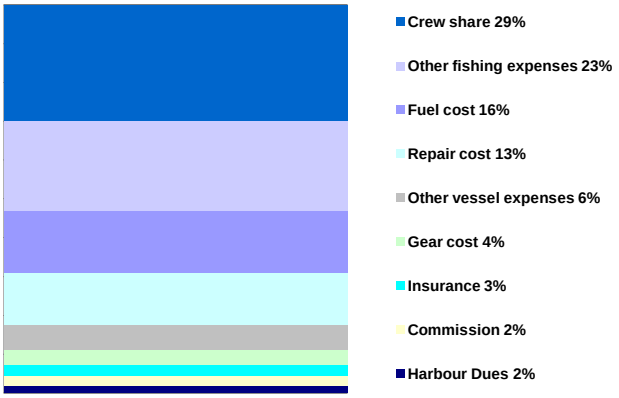

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.3 tonnes per day, obtained £2,651 per tonne and therefore earned £580 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 0.36 compared to a segment average of 0.25 and 0.18 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	89,859	57,230	29,769
Tonnes / day	0.36	0.25	0.18
£ per tonne	3,170	2,651	2,128
£ per day	958	580	321
Days at Sea	94	99	92

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £50,461 or 75% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 71% of income compared to 84% in the least profitable quartile. Crew share was the largest fishing cost, on average accounting for 29% of total operating costs.

Fuel

On average, vessels consumed 196 litres per day at sea costing £79 per day. Fuel consumption per day ranged from an average of 195 litres for vessels in the bottom quartile to an average of 201 litres for vessel in the top quartile.

On average, vessels consumed 1,015 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 696 litres and 1,354 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	7,813	7,881	7,283
Annual Litres	19,297	19,465	17,987
Cost per day at sea	81	79	79
Litres per day at sea	201	196	195
Litres per tonne landed	696	1,015	1,354

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £16,508 and after deducting depreciation and interest, vessels made on average a net profit of £8,150. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £30,477 (29% of total income) compared to the bottom quartile average operating profit of £5,402 (16% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

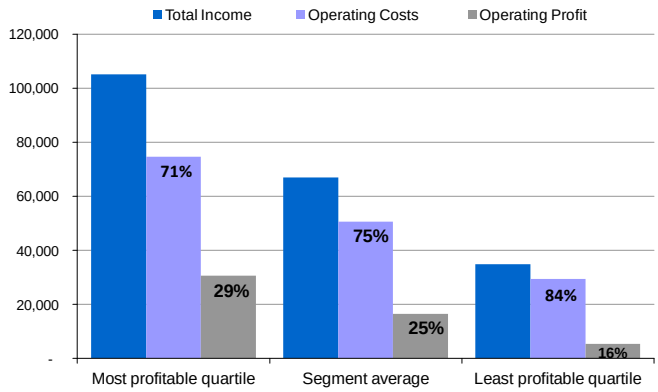

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	57,236	85%
Non-fishing Income	9,733	15%
Total Income	66,969	100%
Fuel costs	7,881	12%
Crew share	14,721	22%
Other Fishing Costs	11,566	17%
Total Fishing Costs	34,168	51%
Total Vessel Costs	16,293	24%
Total Operating Costs	50,461	75%
Operating Profit	16,508	25%
Depreciation	6,255	9%
Interest	1,327	2%
Other finance costs	777	1%
Net Profit	8,150	12%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.28 Under 10m drift and / or fixed nets

- The segment comprised 247 vessels with an average length of 8.0m
- In total the segment landed 5,525 tonnes of seafood worth £10.2million in 2010
- On average, these vessels landed 22 tonnes, worth £41,448
- Sole was the key species for this segment
- On average vessels made an operating profit of £18,332 in 2010

2010	Segment Total	Average per vessel
Active Vessels	247	-
Length (m)	-	8.0
Power (kW)	20,449	83
Registered Tonnage (GT)	1,303	5
VCU	15,881	64
Landings (Tonnes)	5,525	22
Fishing Income (£)	10,237,699	41,448
Days at Sea	22,508	91
Vessel Age	-	18
Crew	462	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels in this segment use drift nets and fixed nets and are based in ports around the UK.

Vessels in this segment spent on average 91 days at sea in 2010 targeting a broad mix of species. On average vessels had 2 crew members and the segment employed 462 fishermen in total.

Income

The segment landed 5,525 tonnes of seafood worth £10.2million in 2010. Therefore on average, active vessels landed 22 tonnes, worth £41,448.

Sole was the most important species to this segment in terms of value but only accounted for 8% of volume of landings. Whelks accounted for 13% of the volume of landings but accounted for only 5% of value. The segment's average price for sole was lower than the UK fleet average price for sole, see Figure 3.

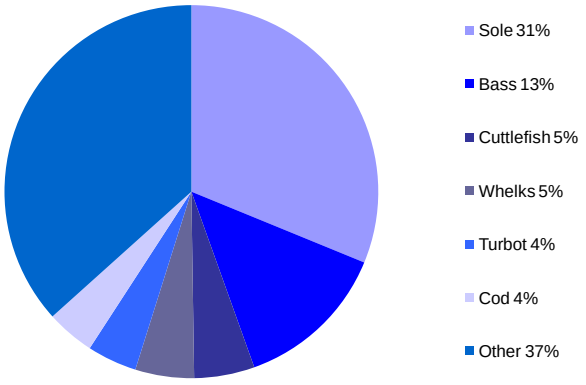

Figure 1. Value landings composition (Source: MMO, Seafish)

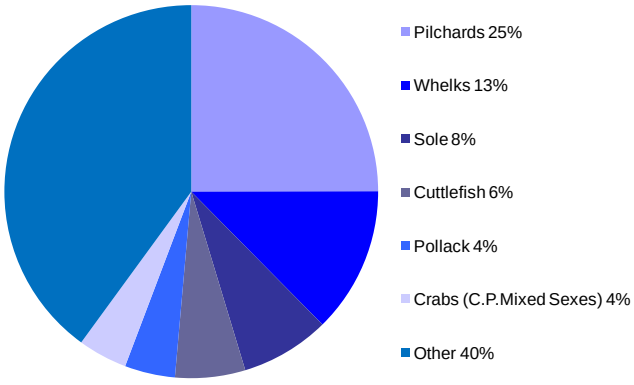

Figure 2. Volume landings composition (Source: MMO, Seafish)

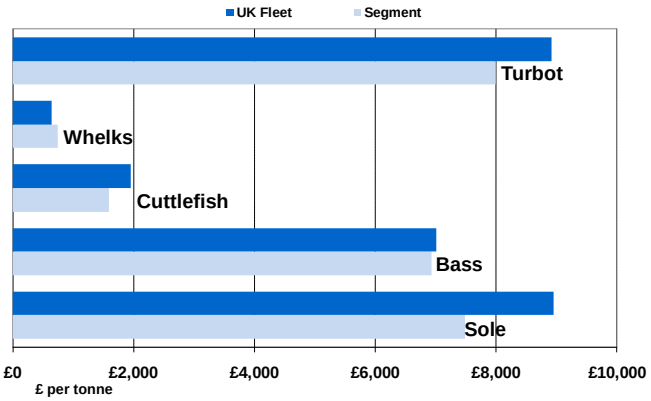

Figure 3. Average prices of key species (Source: MMO, Seafish)

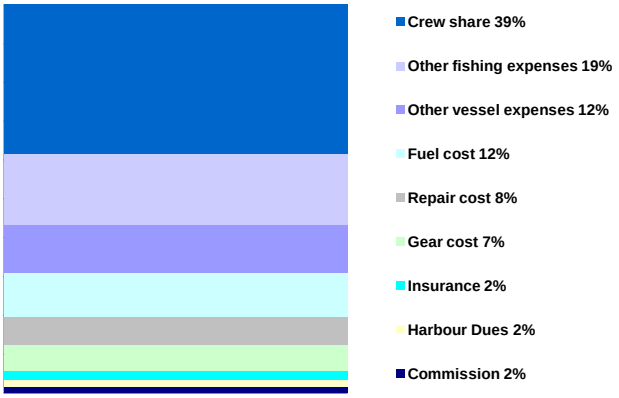

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.2 tonnes per day, obtained £3,166 per tonne and therefore earned £491 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 0.43 compared to a segment average of 0.24 and 0.18 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	50,467	41,448	32,993
Tonnes / day	0.43	0.24	0.18
£ per tonne	3,472	3,166	2,638
£ per day	821	491	293
Days at Sea	68	91	111

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £34,745 or 65% of total income. There was a slight variation between quartiles, with total operating costs for the most profitable quartile equating to 61% of income compared to 71% in the least profitable quartile. Crew share was the single largest fishing costs, on average accounting for 39% of total operating costs.

Fuel

On average, vessels consumed 103 litres per day at sea costing £42 per day. Fuel consumption per day ranged from an average of 127 litres for vessels in the bottom quartile to an average of 83 litres for vessel in the top quartile.

On average, vessels consumed 797 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 418 litres and 1,179 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	2,299	4,044	5,759
Annual Litres	5,679	9,989	14,222
Cost per day at sea	33	42	51
Litres per day at sea	83	103	127
Litres per tonne landed	418	797	1,179

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £18,332 and after deducting depreciation and interest, vessels made on average a net profit of £11,922. There was a range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £24,947 (39% of total income) compared to the bottom quartile average operating profit of £12,053 (29% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

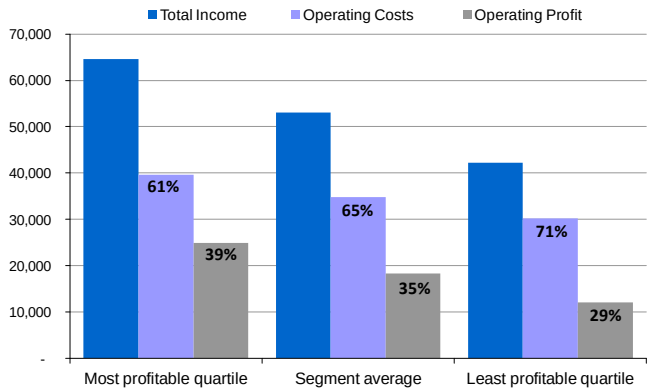

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	41,448	78%
Non-fishing Income	11,629	22%
Total Income	53,078	100%
Fuel costs	4,044	8%
Crew share	13,704	26%
Other Fishing Costs	6,540	12%
Total Fishing Costs	24,288	46%
Total Vessel Costs	10,457	20%
Total Operating Costs	34,745	65%
Operating Profit	18,332	35%
Depreciation	5,737	11%
Interest	674	1%
Other financial costs	0	0%
Net Profit	11,922	22%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.29 Under 10m mobile other gears

- The segment comprised 75 vessels with an average length of 8.7m
- In total the segment landed 2,553 tonnes of seafood worth £4.3million in 2010
- On average, these vessels landed 34 tonnes, worth £57,613
- Scallops and clams were the key species for this segment
- On average vessels made an operating profit of £12,915 in 2010

2010	Segment Total	Average per vessel
Active Vessels	75	-
Length (m)	-	8.7
Power (kW)	6,517	87
Registered Tonnage (GT)	576	8
VCU	5,305	71
Landings (Tonnes)	2,553	34
Fishing Income (£)	4,321,010	57,613
Days at Sea	5,804	77
Vessel Age	-	18
Crew	146	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels in the under 10m mobile other gears segment are based at ports throughout the UK. Due to their low number of days at sea or low value of landings in 2010, many vessels which otherwise would have been in this segment were reallocated to the low activity under 10m segment.

Vessels in this segment spent on average 77 days at sea in 2010 targeting mostly scallops and clams. On average vessels had 2 crew members and the segment employed 146 fishermen in total.

Income

The segment landed 2,553 tonnes of seafood worth £4.3 million in 2010. Therefore on average, active vessels landed 34 tonnes, worth £57,613.

Scallops was the most important species to this segment in terms of both value and volume. The segment's average price for scallops was above the UK fleet average price for scallops, see Figure 3.

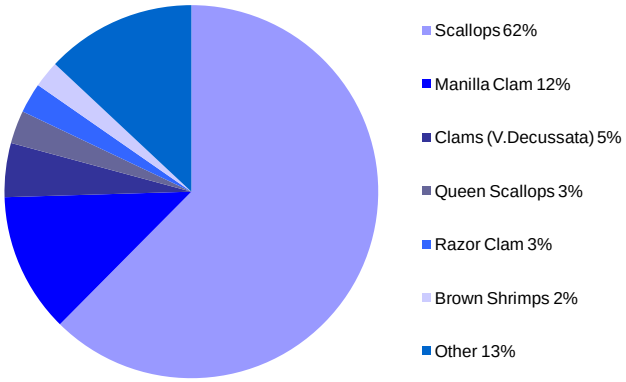

Figure 11. Value landings composition (Source: MMO, Seafish)

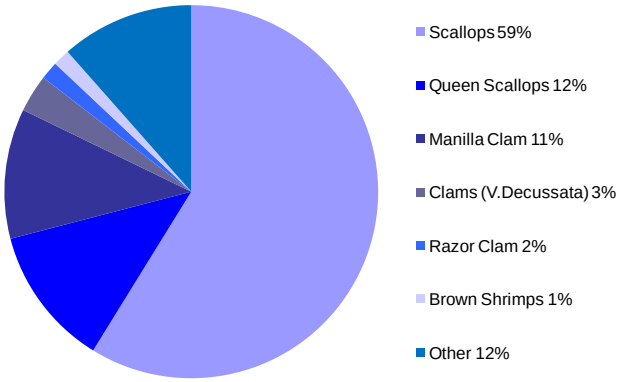

Figure 2. Volume landings composition (Source: MMO, Seafish)

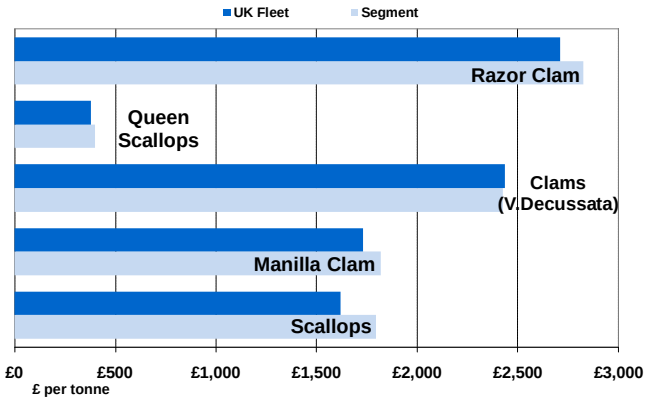

Figure 3. Average prices of key species (Source: MMO, Seafish)

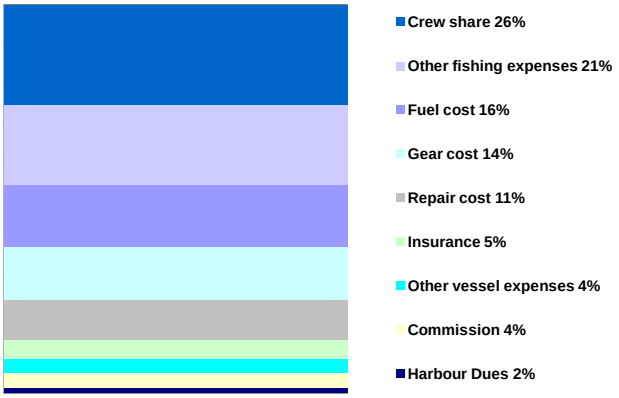

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.49 tonnes per day, obtained £2,240 per tonne and therefore earned £856 per day at sea. There was some variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 0.95 compared to 0.19 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	85,045	57,613	30,181
Tonnes / day	0.95	0.49	0.19
£ per tonne	1,980	2,240	2,331
£ per day	1,718	856	315
Days at Sea	49	77	97

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £44,699 or 78% of total income. There was a slight variation between quartiles, with total operating costs for the most profitable quartile equating to 71% of income compared to 93% in the least profitable quartile. Crew share was the single largest fishing costs, on average accounting for 26% of total operating costs.

Fuel

On average, vessels consumed 225 litres per day at sea costing £91 per day. Fuel consumption per day ranged from an average of 211 litres for vessels in the bottom quartile to an average of 233 litres for vessel in the top quartile.

On average, vessels consumed 963 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 304 litres and 1,940 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	4,797	7,116	8,281
Annual Litres	11,847	17,575	20,453
Cost per day at sea	94	91	85
Litres per day at sea	233	225	211
Litres per tonne landed	304	963	1,940

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £12,915 and after deducting depreciation and interest, vessels made on average a net profit of £2,625. There was a range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £24,772 (29% of total income) compared to the bottom quartile average operating profit of £2,212 (7% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

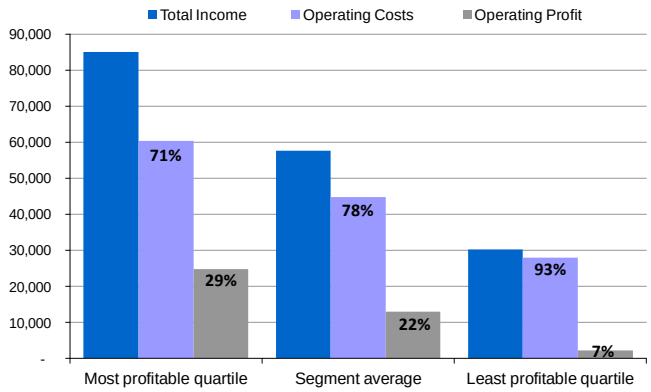

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	57,613	100%
Non-fishing Income	0	0%
Total Income	57,614	100%
Fuel costs	7,116	12%
Crew share	11,555	20%
Other Fishing Costs	9,418	16%
Total Fishing Costs	28,088	49%
Total Vessel Costs	16,610	29%
Total Operating Costs	44,699	78%
Operating Profit	12,915	22%
Depreciation	7,890	14%
Interest	2,400	4%
Other financial costs	0	0%
Net Profit	2,625	5%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.30 Under 10m pots and traps

- The segment comprised 993 vessels with an average length of 8m
- In total the segment landed 20,769 tonnes of seafood worth £46.3million in 2010
- On average, these vessels landed 21 tonnes, worth £46,661
- Lobsters, nephrops and crabs were the key species for this segment
- On average vessels made an operating profit of £13,886 in 2010

2010	Segment Total	Average per vessel
Active Vessels	993	-
Length (m)	-	8
Power (kW)	75,526	76
Registered Tonnage (GT)	4,433	4
VCU	59,115	60
Landings (Tonnes)	20,769	21
Fishing Income (£)	46,334,288	46,661
Days at Sea	110,374	111
Vessel Age	-	20
Crew	1,715	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Under 10m vessels using pots and traps are based at ports around the UK.

Vessels in this segment spent on average 111 days at sea in 2010 targeting mostly lobsters, nephrops and crabs. On average vessels had 2 crew members and the segment employed 1,715 fishermen in total.

Income

The segment landed 20,769 tonnes of seafood worth £46.3million in 2010. Therefore on average, active vessels landed 21 tonnes, worth £46,661.

Lobsters were the most important species to this segment in terms of value. Crabs accounted for 35% of the volume of landings and 18% of value. The segment's average price for lobsters was slightly more than the UK fleet average price for lobsters, see Figure 3. The average price for nephrops was substantially higher than average as much of the landings from pots and traps can be sold as live animals.

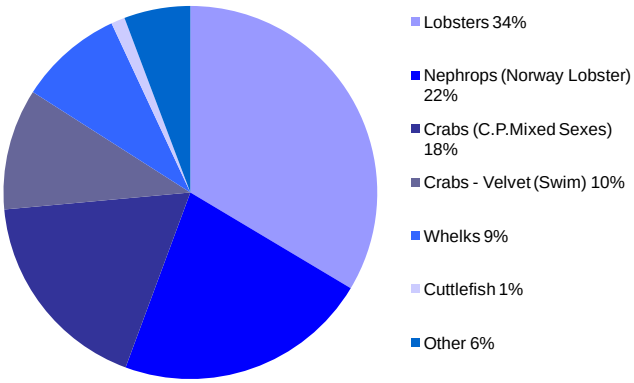

Figure 1. Value landings composition (Source: MMO, Seafish)

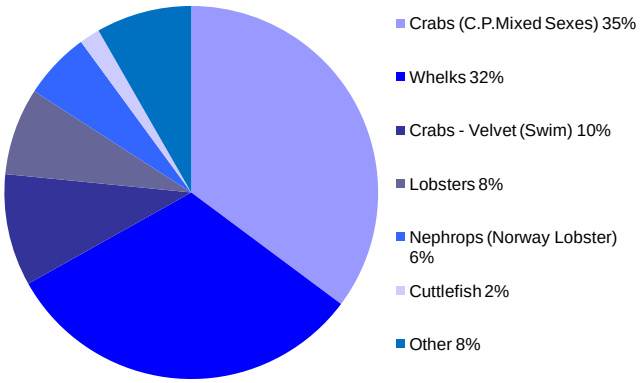

Figure 2. Volume landings composition (Source: MMO, Seafish)

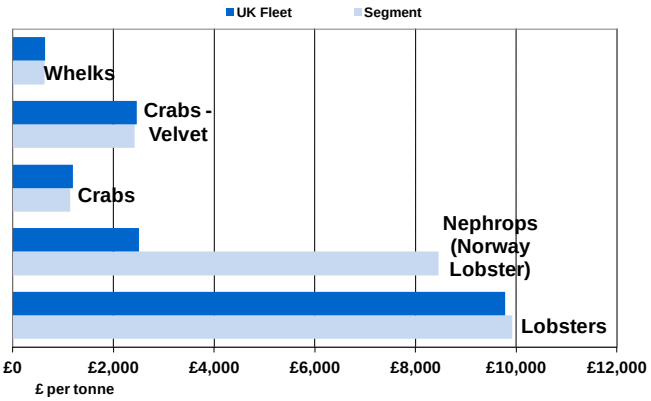

Figure 3. Average prices of key species (Source: MMO, Seafish)

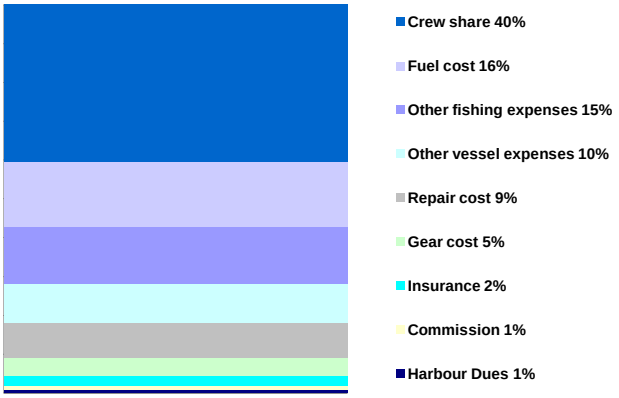

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.2 tonnes per day, obtained £4,315 per tonne and therefore earned £533 per day at sea. There was quite a variation in prices per tonne achieved between quartiles and vessels in the top quartile landed more tonnes per day at 0.43 compared to 0.09 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	58,617	46,661	25,618
Tonnes / day	0.43	0.22	0.09
£ per tonne	5,005	4,315	3,701
£ per day	1,099	533	177
Days at Sea	56	111	150

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £38,636 or 74% of total income. There was some variation between quartiles, with total operating costs for the most profitable quartile equating to 66% of income compared to 90% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average accounting for 40% and 16% of total operating costs respectively.

Fuel

On average, vessels consumed 134 litres per day at sea costing £54 per day.

On average, vessels consumed 1,629 litres of fuel per tonne of seafood landed. This varied between most and least profitable quartiles at 646 litres and 2,979 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	3,113	6,258	8,143
Annual Litres	7,689	15,455	20,111
Cost per day at sea	51	54	54
Litres per day at sea	126	134	134
Litres per tonne landed	646	1,629	2,979

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £13,886 and after deducting depreciation and interest, vessels made on average a net profit of £9,659. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £22,191 (34% of total income) compared to the bottom quartile average operating profit of £2,916 (10% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

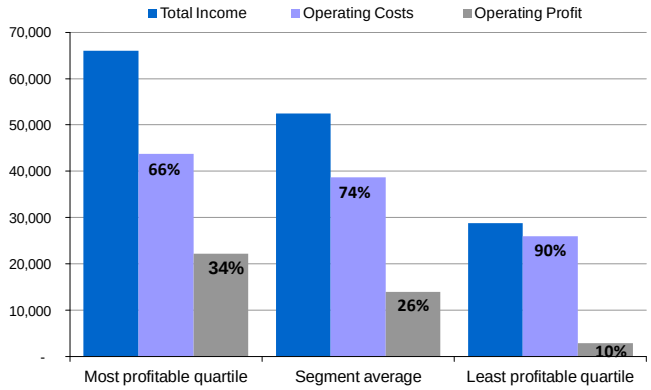

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	46,661	89%
Non-fishing Income	5,861	11%
Total Income	52,522	100%
Fuel costs	6,258	12%
Crew share	15,263	29%
Other Fishing Costs	5,606	11%
Total Fishing Costs	27,127	52%
Total Vessel Costs	11,509	22%
Total Operating Costs	38,636	74%
Operating Profit	13,886	26%
Depreciation	3,468	7%
Interest	758	1%
Other financial costs	0	0%
Net Profit	9,659	18%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.31 Under 10m using hooks

- The segment comprised 136 vessels with an average length of 7m
- In total the segment landed 1,808 tonnes of seafood worth £4.5million in 2010
- On average, these vessels landed 13 tonnes, worth £33,052
- Scallops, bass, razor clam and mackerel were the key species for this segment
- On average vessels made an operating profit of £6,854 in 2010

2010	Segment Total	Average per vessel
Active Vessels	136	-
Length (m)	-	7
Power (kW)	9,093	67
Registered Tonnage (GT)	425	3
VCU	6,865	50
Landings (Tonnes)	1,808	13
Fishing Income (£)	4,495,027	33,052
Days at Sea	10,771	79
Vessel Age	-	21
Crew	264	2

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

Vessels under 10m mainly using hooks are based at ports around the UK. The species landed reveal however that other gears are also used for some of the year, and this is confirmed in the official data set that is used for fleet segmentation.

Vessels in this segment spent on average 79 days at sea in 2010 targeting mostly scallops and mackerel. On average vessels had 2 crew members and the segment employed 264 fishermen in total.

Income

The segment landed 1,808 tonnes of seafood worth £4.5 million in 2010. Therefore on average, active vessels landed 13 tonnes, worth £33,052.

Mackerel accounted for 28% of the volume of landings but just 12% of value. Scallops were the most important species to this segment in terms of value with bass in second place. The segment's average price for scallops was greater than the UK fleet average price for scallops, see Figure 3.

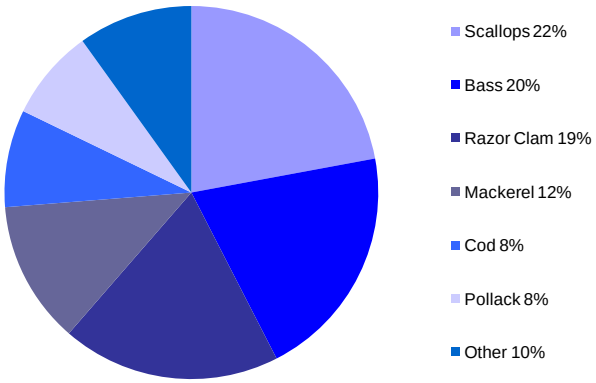

Figure 1. Value landings composition (Source: MMO, Seafish)

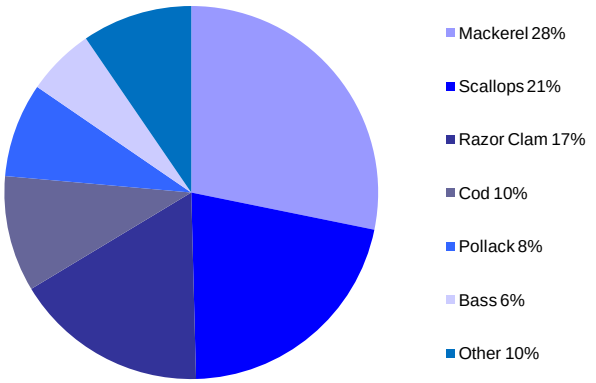

Figure 2. Volume landings composition (Source: MMO, Seafish)

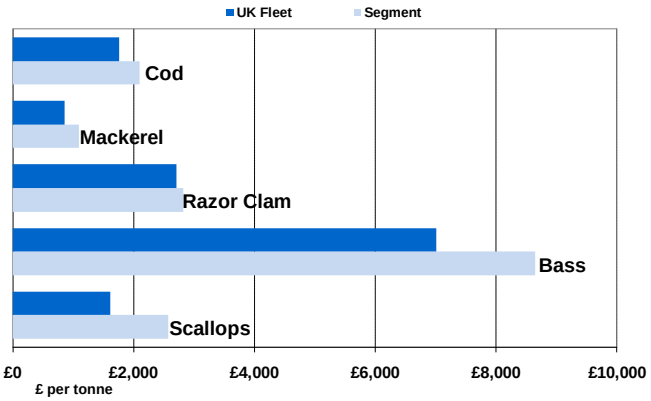

Figure 3. Average prices of key species (Source: MMO, Seafish)

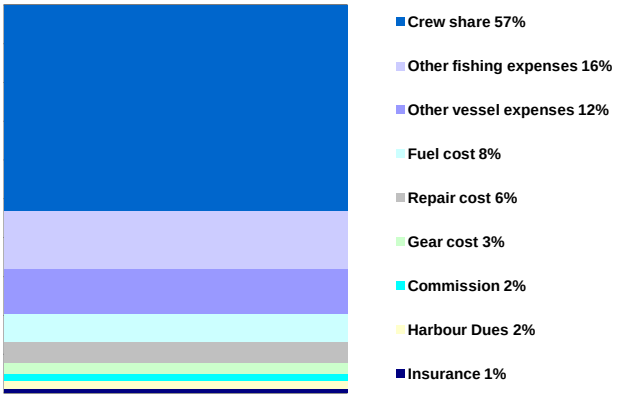

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.19 tonnes per day, obtained £3,334 per tonne and therefore earned £514 per day at sea. There was substantial variation in prices per tonne achieved between quartiles, with an average of £4,482 per tonne achieved by vessels in the most profitable quartile and an average of £3,208 per tonne achieved by vessels in the bottom quartile. There was however relatively little variation in tonnes per day landed between quartiles.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	28,848	33,052	29,507
Tonnes / day	0.18	0.19	0.15
£ per tonne	4,482	3,334	3,208
£ per day	622	514	383
Days at Sea	64	79	95

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £28,022 or 80% of total income. There was a significant variation between quartiles, with total operating costs for the most profitable quartile equating to 54% of income compared to 95% in the least profitable quartile. Crew share was the single largest fishing costs, on average accounting for 57% of total operating costs.

Fuel

On average, vessels consumed 73 litres per day at sea costing £29 per day. Fuel consumption per day ranged from an average of 140 litres for vessels in the bottom quartile to an average of 19 litres for vessel in the top quartile.

On average, vessels consumed 556 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 137 litres and 1,399 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	549	2,482	4,885
Annual Litres	837	5,545	12,064
Cost per day at sea	8	29	57
Litres per day at sea	19	73	140
Litres per tonne landed	137	556	1,399

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £6854 and after deducting depreciation and interest, vessels made on average a net profit of £5179. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £13,874 (46% of total income) compared to the bottom quartile average operating profit of £1448 (5% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

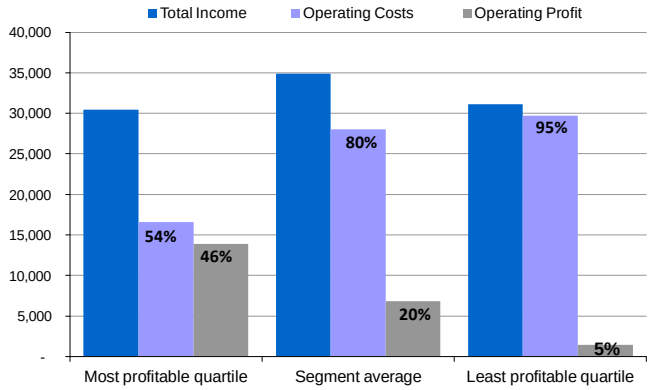

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	33,052	95%
Non-fishing Income	1,824	5%
Total Income	34,876	100%
Fuel costs	2,482	7%
Crew share	16,112	46%
Other Fishing Costs	5,040	14%
Total Fishing Costs	23,649	68%
Total Vessel Costs	4,373	13%
Total Operating Costs	28,022	80%
Operating Profit	6,854	20%
Depreciation	665	2%
Interest	393	1%
Other financial costs	617	2%
Net Profit	5,179	15%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.32 WoS nephrops 250kW and over

- The segment comprised 29 vessels with an average length of 18m
- In total the segment landed 3,635 tonnes of seafood worth £6.8million in 2010
- On average, these vessels landed 125 tonnes, worth £235,006
- Nephrops was the key species for this segment
- On average vessels made an operating loss of £1,714 in 2010

2010	Segment Total	Average per vessel
Active Vessels	29	-
Length (m)	-	18
Power (kW)	8,840	305
Registered Tonnage (GT)	2,280	79
VCU	7,017	242
Landings (Tonnes)	3,635	125
Fishing Income (£)	6,815,164	235,006
Days at Sea	5,438	188
Vessel Age	-	31
Crew	117	4

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

West of Scotland nephrops trawlers 250kW and over are based at ports along the west coast of Scotland, including Oban, Ullapool, Gairloch and Kinlochbervie. This segment is newly defined and replaces the former WoS nephrops twin-rig trawl segment. There are some larger single rig vessels in this new segment as the segment criteria no longer include the distinction between single and twin rig trawl.

Vessels in this segment spent on average 188 days at sea in 2010 targeting mostly nephrops. On average vessels had 4 crew members and the segment employed 117 fishermen in total.

Income

The segment landed 3,635 tonnes of seafood worth £6.8 million in 2010. Therefore on average, active vessels landed 125 tonnes, worth £235,006.

Nephrops was the most important species to this segment in terms of both value and volume. The segment's average price for nephrops was lower than the UK fleet average price for nephrops, see Figure 3.

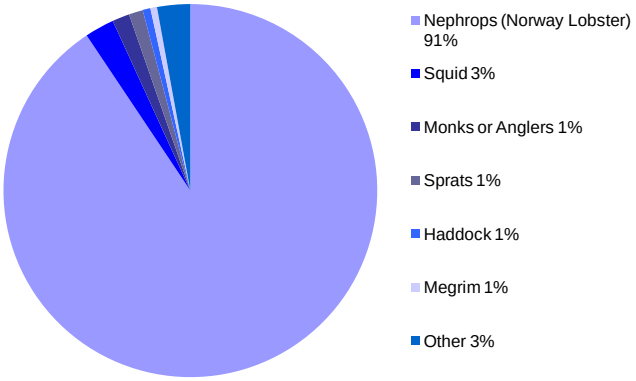

Figure 1. Value landings composition (Source: MMO, Seafish)

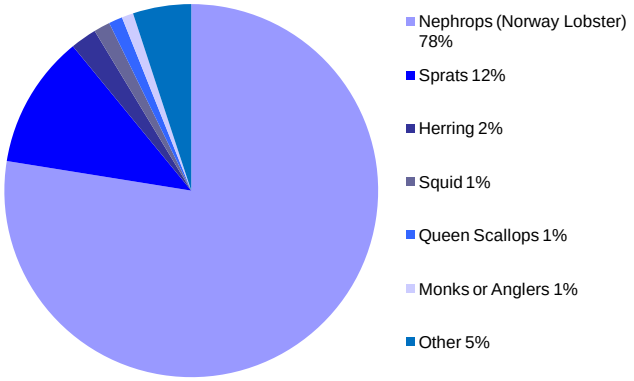

Figure 2. Volume landings composition (Source: MMO, Seafish)

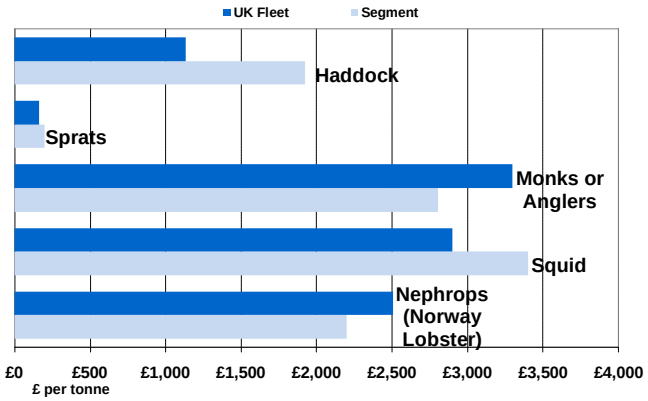

Figure 3. Average prices of key species (Source: MMO, Seafish)

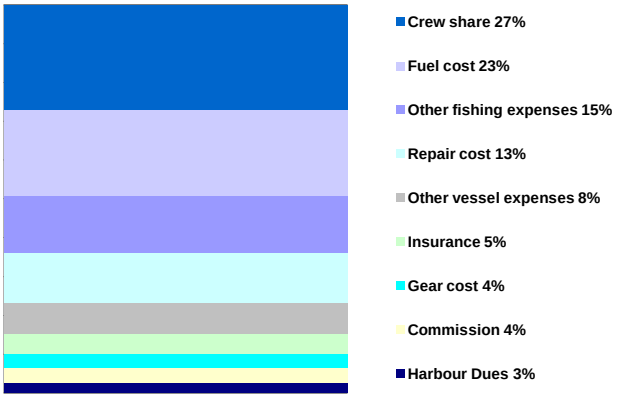

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.7 tonnes per day, obtained £2,040 per tonne and therefore earned £1,226 per day at sea. There was little variation in prices per tonne achieved between quartiles but vessels in the top quartile landed more tonnes per day at 0.81 compared to a segment average of 0.65 and 0.38 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	333,849	235,006	126,404
Tonnes / day	0.81	0.65	0.38
£ per tonne	2,081	2,040	2,115
£ per day	1,639	1,226	762
Days at Sea	203	188	166

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £254,303 or 101% of total income. There was a small variation between quartiles, with total operating costs for the most profitable quartile equating to 95% of income compared to 113% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average accounting for 27% and 23% of total operating costs respectively.

Fuel

On average, vessels consumed 759 litres per day at sea costing £307 per day. Fuel consumption per day ranged from an average of 725 litres for vessels in the bottom quartile to an average of 743 litres for vessel in the top quartile.

On average, vessels consumed 1,387 litres of fuel per tonne of seafood landed. This varied substantially between most and least profitable quartiles at 942 litres and 2,055 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	61,510	57,627	48,284
Annual Litres	151,914	142,324	119,250
Cost per day at sea	301	307	294
Litres per day at sea	743	759	725
Litres per tonne landed	942	1,387	2,055

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating loss for active vessels in the segment was £1,714 and after deducting depreciation and interest, vessels made on average a net loss of £8,580. There was a small range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £17,920 (5% of total income) compared to the bottom quartile average operating loss of £18,210 (-13% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit/loss for the top and bottom quartiles and the segment average.

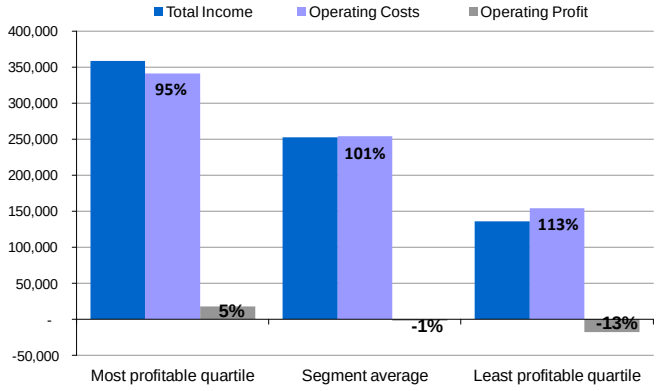

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	235,006	93%
Non-fishing Income	17,583	7%
Total Income	252,589	100%
Fuel costs	57,627	23%
Crew share	69,545	28%
Other Fishing Costs	37,523	15%
Total Fishing Costs	164,695	65%
Total Vessel Costs	89,608	35%
Total Operating Costs	254,303	101%
Operating Profit	-1,714	-1%
Depreciation	3,532	1%
Interest	2,154	1%
Other financial costs	1,180	0%
Net Profit	-8,580	-3%

Table 4. Income, costs, profit (Source: Seafish, MMO)

2.33 WoS nephrops under 250kW

- The segment comprised 105 vessels with an average length of 15m
- In total the segment landed 6,552 tonnes of seafood worth £13.9million in 2010
- On average, these vessels landed 62 tonnes, worth £132,645
- Nephrops was the key species for this segment
- On average vessels made an operating profit of £23,817 in 2010

2010	Segment Total	Average per vessel
Active Vessels	105	-
Length (m)	-	15
Power (kW)	17,022	162
Registered Tonnage (GT)	3,999	38
VCU	15,589	148
Landings (Tonnes)	6,552	62
Fishing Income (£)	13,927,728	132,645
Days at Sea	17,592	168
Vessel Age	-	33
Crew	346	3

Table 1. Segment characteristics (Source: MMO, Seafish)

Introduction

West of Scotland nephrops trawlers under 250kW are based at ports along the west coast of Scotland, including Oban, Ullapool, Gairloch and Troon. This segment is newly defined and replaces the former WoS nephrops single-rig trawl segment. There are some smaller twin- rig vessels in this new segment as the segment criteria no longer include the distinction between single and twin rig trawl.

Vessels in this segment spent on average 168 days at sea in 2010 targeting mostly nephrops. On average vessels had 3 crew members and the segment employed 346 fishermen in total.

Income

The segment landed 6,552 tonnes of seafood worth £13.9 million in 2010. Therefore on average, active vessels landed 62 tonnes, worth £132,645.

Nephrops was the most important species to this segment in terms of both value and volume. The segment's average price for nephrops was slightly less than the UK fleet average price for nephrops, see Figure 3.

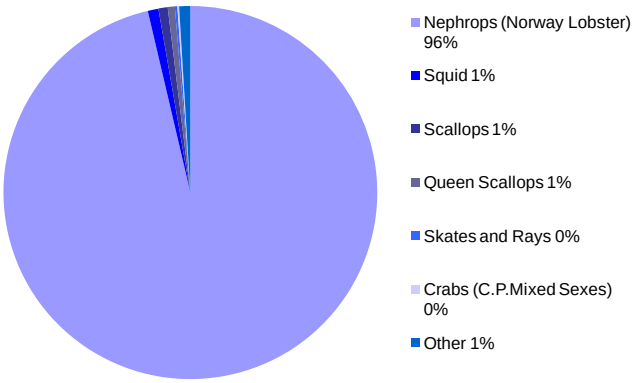

Figure 1. Value landings composition (Source: MMO, Seafish)

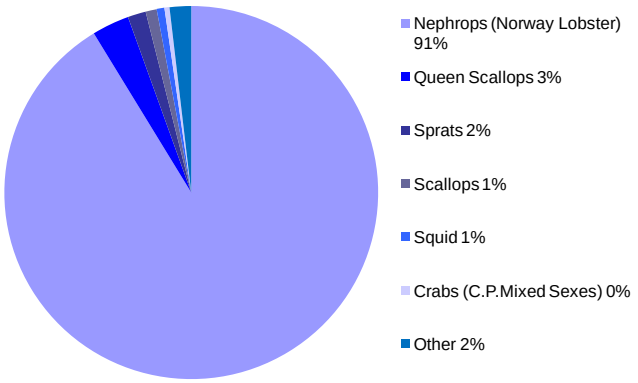

Figure 2. Volume landings composition (Source: MMO, Seafish)

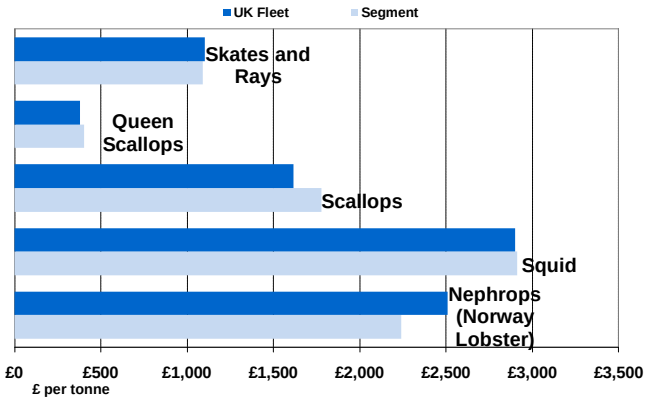

Figure 3. Average prices of key species (Source: MMO, Seafish)

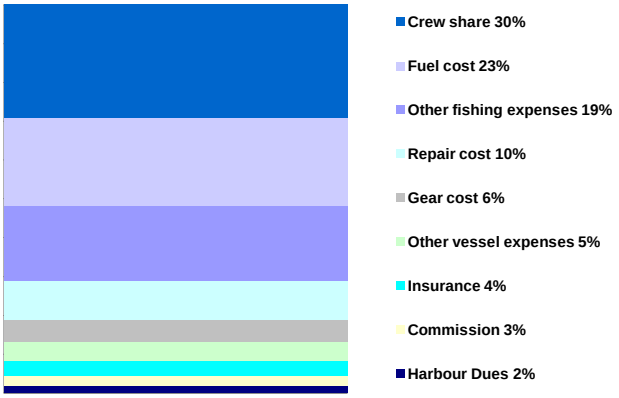

Figure 4. Operating costs breakdown (Source: Seafish)

Vessels in the segment were ranked in order of operating profit margin (operating profit / income) and split into quartiles. Table 2 shows that on average vessels in this segment landed 0.36 tonnes per day, obtained £2,336 per tonne and therefore earned £767 per day at sea. There was some variation in prices per tonne achieved between quartiles. Vessels in the top quartile landed 0.40 tonnes per day compared to a segment average of 0.36 and 0.28 in the bottom quartile.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Fishing Income (£)	144,609	132,645	102,699
Tonnes / day	0.40	0.36	0.28
£ per tonne	2,495	2,336	2,273
£ per day	883	767	618
Days at Sea	157	168	163

Table 2. Landings per day at sea (Source: Seafish, MMO)

Costs

Average total operating costs for vessels in the segment were £117,761 or 83% of total income. There was a variation between quartiles, with total operating costs for the most profitable quartile equating to 76% of income compared to 93% in the least profitable quartile. Crew share and fuel were the largest fishing costs, on average accounting for 30% and 23% of total operating costs respectively.

Fuel

On average, vessels consumed 390 litres per day at sea costing £158 per day. Fuel consumption per day ranged from an average of 473 litres for vessels in the bottom quartile to an average of 272 litres for vessel in the top quartile.

On average, vessels consumed 1,227 litres of fuel per tonne of seafood landed. This varied between most and least profitable quartiles at 779 litres and 1,769 litres respectively.

	Average per vessel		
	Most profitable quartile	Segment average	Least profitable quartile
Annual Cost	18,464	27,190	31,449
Annual Litres	45,600	67,152	77,672
Cost per day at sea	110	158	191
Litres per day at sea	272	390	473
Litres per tonne landed	779	1,227	1,769

Table 3. Fuel cost and consumption (Source: Seafish)

Profit

The average operating profit for active vessels in the segment was £23,817 and after deducting depreciation and interest, vessels made on average a net profit of £14,817. There was a broad range of profit levels and margins within the segment. Average operating profit in the top quartile of vessels was £36,926 (24% of total income) compared to the bottom quartile average operating profit of £7,927 (7% of total income). Table 4 shows a break down of costs. Figure 5 shows total income, operating costs, and operating profit for the top and bottom quartiles and the segment average.

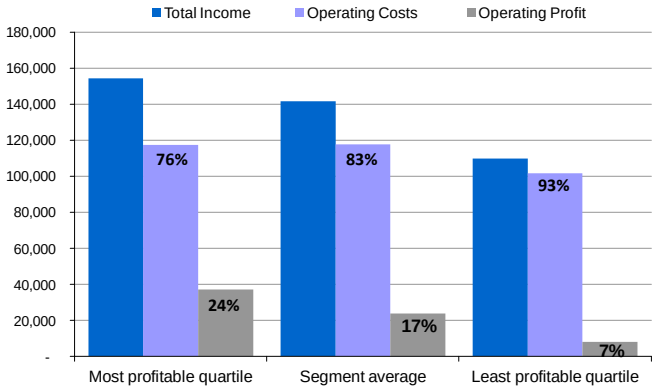

Figure 5. Total income, operating costs and operating profit; operating costs and operating profit as percent of total income (Source: Seafish, MMO)

	Segment Average	
	£	% of total income
Fishing Income	132,645	94%
Non-fishing Income	8,933	6%
Total Income	141,578	100%
Fuel costs	27,190	19%
Crew share	35,052	25%
Other Fishing Costs	22,907	16%
Total Fishing Costs	85,150	60%
Total Vessel Costs	32,611	23%
Total Operating Costs	117,761	83%
Operating Profit	23,817	17%
Depreciation	6,446	5%
Interest	2,297	2%
Other financial costs	256	0%
Net Profit	14,817	10%

Table 4. Income, costs, profit (Source: Seafish, MMO)

Appendix 1 - Methods

An overview of the processes and techniques used to produce earnings, costs and profit data for the UK fleet is outlined in the figure below. In brief, the research method involves collecting primary data on vessel costs from vessel owners' financial accounts, combining this with landings and vessel characteristics data from the Marine Management Organisation (MMO) to produce estimates of costs and profit for the key UK fleet segments.

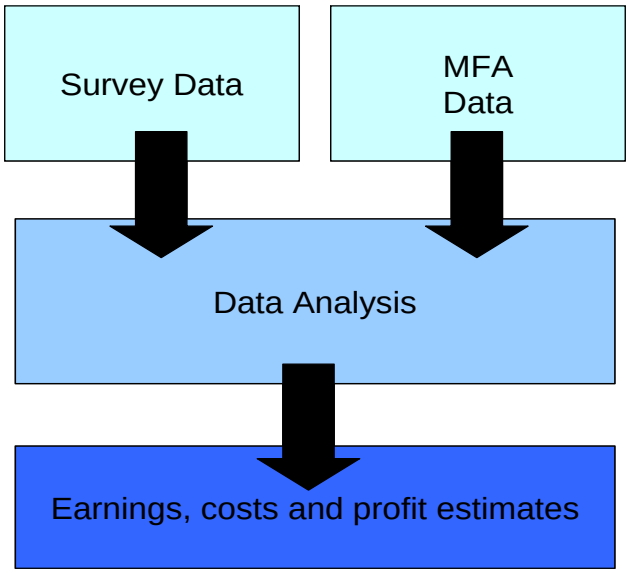

Figure A1.1 Earnings, costs and profit estimation method

Survey Data

In order to collect data on vessel costs, Seafish staff conducted face-to-face interviews with vessel owners across the UK and asked them to supply a copy of their financial accounts. There is no legal requirement in the UK for owners of fishing vessels to submit financial accounts to the government or to Seafish. In order to generate and disseminate economic information and analysis relating to the UK fishing fleet, we must persuade vessel owners to contribute their financial information voluntarily.

To collect such sensitive financial data, Seafish guarantees confidentiality of individual returns and Seafish staff must establish excellent relations and a high degree of trust with vessel owners and industry representatives at all levels.

Seafish has undertaken this task on behalf of the industry since the 1970s and vessel owners have given wide support to the production of analyses and forecasts based on their data. This report and any other Seafish report relating to fleet economics could not be produced without the faith and confidence placed in us by the vessel owners who contribute their vessel accounts voluntarily.

Seafish used a variety of techniques in undertaking the survey, including the following:

- Systematic surveying of regions across the UK to ensure comprehensive coverage of the UK fleet;

- Owners of more than one vessel were approached separately to maximise the likelihood that their vessels would be included in the survey;

- Seafish employed temporary research assistants to contribute to interviewing fishermen, using help from local contacts wherever possible;

- Seafish staff liaised with vessel accountants and agents to obtain information – some provided anonymous data for groups of vessels (financial information plus fleet segment);

- Seafish staff attended fishermen's workshops, exhibitions and meetings to build support for the project and interview fishermen.

At the end of the primary data collection phase, our dataset contained a mixture of quantitative and qualitative information taken from the completed survey forms and financial accounts. We obtained financial accounts on 364 vessels, representing an 8% sample rate of the active UK fleet. The sample rate for the large active fleet segments was much higher than the average for the active UK fleet.

MMO Data

The MMO provides Seafish with data on the value and volume of landings for every active vessel in the UK and this information is a key input to our analysis. In addition, the MMO provides information on the characteristics of each vessel and on other variables such as gear types and days at sea.

Data Analysis

After completing the data collection phase, the various strands of data were quality checked for accuracy, before proceeding to the next stage of producing accurate costs and profit estimates.

Given the wide variation in type and activity of fishing vessel in the UK fleet, accurate and appropriate segmentation of the fleet is vital. Since 2002, Seafish has developed a fleet segmentation based on the physical characteristics of vessels, their activity levels, the gear used, species targeted and areas fished. The aim is to provide insightful information on the financial performance of similar or comparable groups of vessels.

Vessels placed in the 'low activity' segments earn less than £10,000 fishing income per year and/or spend less than 20% of the average days at sea of the related segment. The removal of these vessels from other segments prevents the averages being skewed by lower activity vessels.

Segmentation for some key gear types is checked with industry experts to ensure that vessels are correctly allocated to a segment, for example, twin-rig or single-rig nephrops trawl segments.

Earnings, costs and profit estimates

Once the survey data relating to 2010 was quality checked it was then used to estimate costs and profit for each of the Seafish fleet segments. The methods used to derive final estimates from sample data for the key variables are outlined below.

Fishing income data was supplied to Seafish for every active vessel in the UK fleet by the MMO.

Non-fishing income is estimated based on survey sample data. Non-fishing income relates to income earned from sources other than fishing and these activities are usually carried out when the vessel owner finds there are not enough fishing opportunities either quota or days at sea) to fully utilise the vessel and pay the crew.

Income sources include, undertaking guard duties to oil & gas or cable companies, towage activities and research.

In some cases, if a vessel has entitlement to fishing opportunities that the owner can not or does not choose to use, the owner may lease out quota allocations and sell entitlement to days at sea in the current year. If these sources of income are identified as such in the vessel accounts, then we deduct these from costs of quota leasing or purchasing days, so the income reduces the total fishing costs. However, we have been told that in some vessel accounts these sources of income are not specifically identified, listed only as "Other income" and in these cases we can only include the values under non-fishing income.

Fuel cost – A robust method was developed for estimating fuel cost based on estimated fuel consumption per day at sea and known days at sea for each vessel in the UK fleet.

Fuel cost = (estimated daily fuel use) * (Days at Sea) * (average fuel price per litre for the reference year)

Vessels in each segment were split into three size categories (small, medium and large) determined by their Vessel Capacity Units (which includes length and power of main engine). For each of these size categories, a corresponding daily consumption of fuel in litres was applied. The daily consumption figures are based on evidence from survey data and sample data fuel costs from vessel accounts. Daily consumption for each vessel was then multiplied by each vessel's annual days at sea to give estimated annual consumption in litres. Annual fuel use (litres) is then multiplied by the average fuel price (excluding duty) in the reference year (which we estimate based on data supplied weekly by several fuel suppliers around the UK).

Crew share – estimated crew share was calculated based on the segment's average level of crew share costs as a percentage of income. Crew share is a well defined expense in most vessel accounts and therefore this is an accurate method for estimation of this key cost. Crew costs are sometimes listed as wages in vessel accounts and these are incorporated into crew share.

Other Fishing Costs - Given that sample sizes vary greatly for remaining individual fishing costs (shore labour, ice, boxes etc) for each sample vessel within a segment, we adopted a top down approach to calculating fishing costs which constrained the total value of fishing costs to the average from the segment sample and adjusted for each vessel's individual estimated fuel cost and crew share as outlined above. The constrained total cost value was then split among key fishing costs (commissions, harbour dues, subsidies and levies, shore labour, boxes, ice, crew travel, food stores, quota leasing, days purchased, other fishing costs) using adjusted shares of each cost over total costs.

Vessel costs - (Insurance, repairs, gear cost, hire and maintenance, other vessel costs, total vessel owner costs) were estimated based on sample data. The average costs structure as a proportion of earnings for the sample vessels in each segment was applied to non-sample vessels.

Operating profit is calculated by total income less total operating costs (fuel, crew share, other fishing costs and vessel costs).

Depreciation – estimated based on sample data. The average costs structure as a proportion of earnings for the sample vessels in each segment was applied to non-sample vessels. The estimate of the average per vessel depreciation cost is therefore highly dependent on the sample obtained and is sure to be subject to sample bias. Depreciation is usually deducted on the vessel itself and often on the engine and the other equipment on board at different rates. Using vessel age to estimate depreciation would not necessarily produce better estimates.

Interest – estimated based on sample data. The average costs structure as a proportion of earnings for the sample vessels in each segment was applied to non-sample vessels. The estimate of the average per vessel interest cost is therefore highly dependent on the sample obtained and is sure to be subject to sample bias. In reality, interest paid depends on amount of borrowing and interest rate applied.

Other Financial Costs – some sets of vessel accounts showed additional costs, such as bank charges, relating to obtaining finance via commercial providers.

Net Profit – is calculated by operating profit less depreciation and interest. Because of the relative weakness in estimation techniques for depreciation, interest and other financial costs, the estimate of average per vessel Operating Profit is considered to be much more robust than the estimate of average per vessel Net Profit.

Crew employment - The estimation of employment is based on survey data collected from vessel owners around the UK ports. This provides details on the number of engaged crew both full-time and part-time. This sample information is then used to estimate total engaged crew based on the physical characteristics of the individual vessel and the vessels level of activity.

Time period

The aim of the study is to produce financial information relating to the calendar year 2010. The earnings data and activity data comes from the MMO and is based on the calendar year. Costs information is based on annual financial accounts collected during our survey. The timeframe for accounts varies by individual vessel and does not always cover the calendar year. We use accounts which have a majority of months falling into 2010.

Further details relating to survey and data analysis methods can be obtained from the authors.

Appendix 2 – Survey Questionnaire

Name of interviewer

Fishing Vessel Accounts Permission Form

Industry organisations, RACs and fisheries departments need to have accurate information on fleet economics to contribute to better fisheries management and be able to assess the impact of closed areas or management measures on the fishing fleet.

To provide this essential information, Seafish conducts surveys to report on the financial performance of all major segments of the UK fishing fleet.

So that we get enough accurate information, it would help if you supply your year-end accounts. In return, we can offer a personal benchmark report for your vessel.

Your information will be used **anonymously**, for Seafish reports and in contribution to fisheries economics working groups in Europe and the UK.

No individual vessel will be identified in any report.

*I hereby give permission for Seafish to obtain from my accountant my complete financial accounts for **2009**/2010 and the next three financial years (until 2012/2013).*

(Signature) _____

OR

*I hereby give permission for Seafish to obtain from my accountant my complete financial accounts for **2009**/2010.*

(Signature) _____

Vessel Name: _____ **Vessel PLN:** _____ **Vessel Length:** _____

Vessel owner name (print): _____ **Date:** _____

Phone no. of vessel owner: _____

Accountancy firm: _____ **Contact name:** _____

Accountant Address: **Accountant Phone:**

Please tick this box if you would like a personal benchmark report for your vessel ☐

If you would like to receive a copy of Seafish reports relevant to your fleet segment please write your contact address here:

All information obtained will be treated in strict confidence in line with Seafish policy

Thank you!

FUEL CONSUMPTION – we want to estimate litres of fuel per day at sea for your vessel

1. How many trips (*trip counted as one landing*) did your vessel make in 2009? _____

2. How many days at sea is your average trip? _____

3. How many litres of fuel did your vessel use per trip in 2009? _____Litres *and/or* 3.a) £_____

CREW – we want to estimate the number of full time equivalent jobs on board your vessel

4. How many onboard jobs, including skipper, did your vessel support in 2009 ? _____

- **4a)** Full Time (over 37 hours per week) _____
- **4b)** Part time (under 37 hours per week) _____
- **4c)** Foreign Crew (outside EEA) _____

5. How many workers, including skipper, were on board per trip? _____

6. Do you rotate crew? ___Yes / No. **6.a)** If yes, what is the rotation?_____

7. Do you employ seasonal crew? ____Yes / No. **7.a)** If yes, what pattern? _____

8. On average, how many hours per day did each crew member work? _____

VESSEL – we want to estimate the capital value of the UK fleet, starting with your vessel

9. What year did you purchase this vessel? _____

10. How much did you pay for the vessel? **£**_____

11. Was the vessel new or second hand? _____New / Second hand_____

12. What is the value of the vessel on your balance sheet? __£_____

13. Did you make any investment in your vessel in 2009? Yes/No

13a. What did you buy? _____ **13b.** How much did you spend? _____

QUOTA & FISHING RIGHTS – we want to estimate the value of fishing rights in the UK fleet

14. Please estimate the value of your quota units at the end of 2009 £_____

15. Please estimate the value of your vessel Licence (inc. entitlements) £_____

16. Did you buy or sell or lease in/out any quota units in 2009 (species, quantity in units or tonnes, value)?

	BUY	SELL	LEASE IN	LEASE OUT
Species (incl Area)	a.	b.	c.	d.
Quantity	e.	f.	g.	h.
Value	i.	j.	k.	l.

17. Number of Days at sea: **17.a)** bought in 2009 _____ **17.b)** total cost **£**_____

17.c) sold in 2009 _____ **17.d)** total income **£**_____

GENERAL – we want to know what concerned you most last year, and what about this year?

18. What were the major factors affecting your financial performance in 2009?

19. What do you think will be the key issues facing the fishing industry over the next five years? What do you think can be done to address these issues?

Appendix 3 – Seafish Segmentation Criteria

Qualifying criteria for Seafish segments								
	Seafish Segments	**Main Area**	**Main DAS Gear**	**Main Species by value**	**Main Gear Type**	**Power Main Engine**	**Vessel Length**	**Value of landings**
1	Area VII scallop dredge	VIIA, VIIDE, VIIFG, VII other		Scallops			>= 10m	
2	Area VIIA demersal trawl	VIIA	Demersal Trawl and Demersal Seiner				>= 10m	
3	Area VIIA nephrops 250kW & over	VIIA	Demersal Trawl and Demersal Seiner	Nephrops		>= 250 kW	>= 10m	
4	Area VIIA nephrops under 250kW	VIIA	Demersal Trawl and Demersal Seiner	Nephrops		<250 kW	>= 10m	
5	Area VIIB-K trawlers 10-24m	VIIDE, VIIFG, VII other	Demersal Trawl and Demersal Seiner	Not Nephrops			>= 10m & <24m	
6	Area VIIB-K 24-40m	VIIDE, VIIFG, VII other	Demersal Trawl and Demersal Seiner	Not Nephrops			>= 24m & <40m	
7	Gill netters		Drift Nets and Fixed Nets	Not Nephrops			>= 10m	
8	Longliners		Gears using hooks	Not Nephrops			>= 10m	
9	Low activity 10m and over						>= 10m	< £10,000
10	Low activity under 10m						< 10m	< £10,000
11	Miscellaneous vessels						>= 10m	
12	North Sea beam trawl 300kW & over	NS	Beam Trawl	Not Nephrops		>= 300 kW	>= 10m	
13	North Sea beam trawl under 300kW	NS	Beam Trawl	Not Nephrops		< 300 kW	>= 10m	
14	North Sea nephrops 300kW & over	NS	Demersal Trawl and Demersal Seiner	Nephrops		>= 300 kW	>= 10m	
15	North Sea nephrops under 300kW	NS	Demersal Trawl and Demersal Seiner	Nephrops		< 300 kW	>= 10m	
16	NSWoS demersal trawl 24m & over	NS, WoS		Not Nephrops			>= 24m	
17	NSWoS demersal pair trawl / seine	NS, WoS	Demersal Trawl and Demersal Seiner	Not Nephrops	Paired Trawl		>= 10m	
18	NSWoS demersal seiners	NS, WoS	Demersal Trawl and Demersal Seiner	Not Nephrops	Scottish Seiner		>= 10m	
19	NSWoS demersal under 24m, 300kW & over	NS, WoS	Demersal Trawl and Demersal Seiner	Not Nephrops		>= 300 kW	>= 10m & <24m	
20	NSWoS demersal under 24m under 300kW	NS, WoS	Demersal Trawl and Demersal Seiner	Not Nephrops		< 300 kW	>= 10m & <24m	
21	NSWoS scallop dredge	NS, WoS	Dredges	Scallops			>= 10m	
22	Pelagic 40m & over		Pelagic: Trawl, Seiner / Purse Seiner	Mackerel			>= 40m	
23	Pots and traps 10m - 12m		Pots and Traps				>= 10m & <12m	
24	Pots and traps 12m & over		Pots and Traps				>= 12m	
25	South West beam trawl under 250kW	VIIDE, VIIFG	Beam Trawl			< 250 kW	>= 10m	
26	South West beam trawl 250kW & over	VIIDE, VIIFG	Beam Trawl			>= 250 kW	>= 10m	
27	Under 10m demersal trawl / seine		Demersal Trawl and Demersal Seiner				< 10m	
28	Under 10m drift and/or fixed nets		Drift Nets and Fixed Nets				< 10m	
29	Under 10m mobile other				Beam Trawl,		< 10m	
30	Under 10m pots and traps		Pots and Traps				< 10m	
31	Under 10m using hooks		Gears using hooks				< 10m	
32	WoS nephrops 250kW & over	WoS	Demersal Trawl and Demersal Seiner	Nephrops		>= 250 kW	>= 10m	
33	WoS nephrops under 250kW	WoS	Demersal Trawl and Demersal Seiner	Nephrops		< 250 kW	>= 10m	

Appendix 4 – Allocation of Costs

Items in Accounts	Entered Under
Accountancy Fee	Other vessel expense
Admin	Other vessel expense
Administration wages	Other vessel expense
Agency workers	Crew share
Amortisation	Depreciation
Association Membership	Subscriptions and Levies
Bags	Boxes
Bank charges	Other Vessel Costs
Bank interest	Interest
Bank loan interest	Interest
Boat & gear repairs	50% gears, 50% repairs
Boat Expenses	Other fishing expense
Boxes & ice	50% Boxes, 50% ice
Carriage	Other fishing expense
Commission & dues	50% Commission, 50% harbour dues
Commission, ice & boxes	33.3% Commission, 33.3% ice, 33.3% boxes
Consumables	Food Stores
Cost of sales/purchases/fishing expenses	50% fuel, 50% other fishing expense
Credit card	Other vessel expense
Creditors	Liabilities
Crew provisions	Food stores
Crew Subsistence	Other fishing expense
Day hire	Days Purchased
Direct labour	Crew share
Directors money purchase	Other vessel expense
Directors remuneration	Other vessel expense
Directors salaries	Other vessel expense
Directors social security	Other vessel expense
Distribution Costs	Other Vessel Costs
Electronics	Other vessel expense
Equipment Hire	Hire and Maintenance
Fees and Licences	Other fishing expense
Food	Other fishing expense
Fuel, repairs and spares	75% Fuel, 25% Repairs
Fish/day hire	Quota leasing
Government grants	Non fishing income
Guard ship duty	Non fishing income
Haulage	Other vessel expense
Hire purchase	Other vessel expense
Insurance and licences	50% Insurance 50% Quota lease
Insurance Payouts	Non-fishing income
Intangible assets	Fixed assets or 'other' if no breakdown available

Items in Accounts	Entered Under
Interest on Corporation tax	Interest
Labour	Other vessel expense
Labour, ice and box hire	33% Crew share, 33% Ice, 33% Boxes
Landing and Lighthouse dues	Harbour dues
Landing/mooring fees	Harbour dues
Legal and professional fees	Other vessel expense
Levies & Dues	50% Levy, 50% harbour dues
Licence	Other fishing expense
Life Raft	Other fishing expense
Light and heat	Other vessel expense
Loss on disposal fixed assets	Other financial costs
Marine equipment	Hire and maintenance
Mooring wharfage	Harbour dues
Motor expenses	Other fishing expense
National Insurance Cont	Other vessel expense
Parts	Repairs
Payments to share fishermen	Crew share
Premises costs	Other vessel expense
Protective clothing	Other fishing expense
Provisions	Food stores
Rates and Insurance	90% Insurance 10% Rates
Rebates	Fuel rebate
Rent	Other vessel expense
Rent - Stores	Other fishing expense
Rentals	Hire and Maintenance
Repairs and renewals	50% repairs, 50% gear
Ropes, Nets etc	Gear
Ships Provisions	Food stores
Ships Telephone	Other vessel expense
Skippers share	Crew share
Staff training	Other vessel expense
Storage	Other Vessel expense
Subcontractors	Crew share
Sundries	Other vessel expense
Tax on profit	Other vessel expense
Telephone	Other vessel expense
Towage	Non fishing income
Trading Bonus	Non fishing income
Transport and packing	Other vessel expense
Transport Charges	Other vessel expense
transport, ice and boxes	1/3 other vessel expense, 1/3 ice, 1/3 boxes
VAT	Other vessel expense
Wages	Other fishing expense
Wheelhouse	Other fishing expense

Appendix 5 - UK Fleet Summary Tables

Table 6. 2010 Segment totals for income, costs and profit (£)

Segment	Active Vessels	Fishing Income	Non-fishing Income	Total Income	Fuel cost	Crew Share cost	Other Fishing costs
Area VII scallopers	75	34,341,459	3,968,613	38,310,070	4,972,925	8,707,709	2,710,620
Area VIIA demersal trawl	13	2,536,956	16,357	2,553,313	526,421	535,129	561,711
Area VIIA nephrops >250kW	35	7,094,716	161,279	7,255,995	1,745,618	1,196,937	1,414,039
Area VIIA nephrops <250kW	53	5,445,638	263,798	5,709,436	955,005	1,453,167	1,223,615
Area VIIB-K trawlers 10-24m	59	11,632,132	1,194,907	12,827,039	1,848,207	2,650,634	2,011,192
Area VIIB-K trawlers 24-40m	14	17,908,559	-	-	-	-	-
Gill netters	40	15,494,744	-	-	-	-	-
Longliners	29	14,659,714	-	-	-	-	-
Low activity over 10m	73	325,052	-	-	-	-	-
Low activity under 10m	1695	5,410,372	-	-	-	-	-
Miscellaneous	40	54,815,539	-	-	-	-	-
N.Sea beam trawl >300kW	10	17,545,725	47,318	17,593,042	5,932,838	2,520,359	2,573,555
N.Sea beam trawl <300kW	27	2,947,881	-	-	-	-	-
N. Sea nephrops >300kW	96	42,368,715	3,144,903	45,513,617	11,025,616	10,416,097	7,267,246
N. Sea nephrops <300kW	73	10,878,442	1,806,188	12,684,629	2,843,273	3,614,334	2,011,411
NSWOS demersal >24m	44	62,590,848	10,958,531	73,549,376	16,865,766	14,868,090	12,918,307
NSWOS demersal pairs	37	30,769,180	920,808	31,689,988	3,851,996	7,665,009	9,653,372
NSWOS demersal seiners	20	13,134,845	450,033	13,584,878	1,487,218	3,326,089	3,502,767
NSWOS demersal <24m >300kW	46	28,075,471	2,394,773	30,470,245	5,931,479	5,719,275	409,337
NSWOS demersal<24m<300kW	29	6,461,117	1,269,018	7,730,135	1,096,024	1,519,445	1,294,189
NSWOS scallopers	50	11,437,961	668,152	12,106,114	2,174,759	3,320,617	2,631,340
Pelagic >40m	30	159,108,774	-	-	-	-	-
Pots and traps 10-12m	175	17,661,935	912,893	18,574,827	1,662,697	7,677,373	2,594,883
Pots and traps >12m	79	23,178,356	817,814	23,996,170	3,697,167	5,736,671	6,148,192
S.West beamers >250kW	22	14,265,054	211,778	14,476,832	3,527,813	3,600,051	570,536
S.West beamers <250kW	19	9,741,679	58,517	9,800,196	2,075,214	2,517,661	1,516,744
<10m demersal trawl/seine	205	11,733,472	1,995,236	13,728,708	1,615,672	3,017,773	2,371,082
<10m drift and/or fixed nets	247	10,237,699	2,872,478	13,110,177	998,990	3,384,803	1,615,297
<10m mobile other	75	4,321,010	-	4,321,044	533,719	866,590	706,315
<10m pots and traps	993	46,334,288	5,820,025	52,154,312	6,213,936	15,156,512	5,567,036
<10m using hooks	136	4,495,027	248,058	4,743,085	305,335	2,191,264	619,956
WOS nephrops >250kW	29	6,815,164	509,912	7,325,077	1,671,184	2,016,814	1,088,169
WOS nephrops <250kW	105	13,927,728	937,994	14,865,722	2,854,938	3,680,497	2,405,283
Total Active UK fleet *	4,673	717,695,250	80,765,738	798,490,070	119,155,435	177,517,826	106,210,071

* Figures for the total UK fleet include estimates for fleet segments not shown in this table.

Total Fishing Costs	Total Vessel Costs	Total Operating Costs	Operating Profit	Depreciation	Interest	Net Profit	Segment
16,391,254	13,806,249	30,197,503	8,112,570	1,428,663	686,064	5,955,210	Area VII scallopers
1,623,260	575,887	2,199,147	354,166	43,867	26,684	283,614	Area VIIA demersal trawl
4,356,594	1,778,450	6,135,044	1,120,951	246,266	78,195	796,490	Area VIIA nephrops >250kW
3,631,787	1,382,257	5,014,044	695,392	332,578	53,286	309,528	Area VIIA nephrops <250kW
6,510,032	2,891,763	9,401,795	3,425,244	226,965	141,715	3,032,713	Area VIIB-K trawlers 10-24m
-	-	-	-	-	-	-	Area VIIB-K trawlers 24-40m
-	-	-	-	-	-	-	Gill netters
-	-	-	-	-	-	-	Longliners
-	-	-	-	-	-	-	Low activity >10m
-	-	-	-	-	-	-	Low activity <10m
-	-	-	-	-	-	-	Miscellaneous
11,026,752	2,678,681	13,705,433	3,887,611	575,500	307,123	3,004,987	N.Sea beam trawl >300kW
-	-	-	-	-	-	-	N.Sea beam trawl <300kW
28,708,960	10,470,326	39,179,286	6,334,331	3,868,744	1,278,247	1,092,380	N.Sea nephrops >300kW
8,469,018	5,097,930	13,566,948	-882,319	746,380	213,244	-1,947,492	N.Sea nephrops <300kW
44,652,164	16,923,408	61,575,572	11,973,810	4,015,628	1,183,264	6,774,919	NSWOS demersal >24m
21,170,378	6,932,817	28,103,195	3,586,793	1,974,919	637,098	974,776	NSWOS demersal pairs
8,316,073	3,401,243	11,717,316	1,867,560	1,791,541	321,150	-245,131	NSWOS demersal seiners
17,960,463	5,877,739	23,838,202	6,632,044	1,912,818	714,867	3,999,310	NSWOS demersal <24m >300kW
3,909,658	2,000,847	5,910,505	1,819,630	396,558	129,978	1,215,570	NSWOS demersal <24m <300kW
8,126,715	4,645,695	12,772,410	-666,296	3,004,354	108,159	-3,778,809	NSWOS scallopers
-	-	-	-	-	-	-	Pelagic >40m
11,934,953	4,321,402	16,256,355	2,318,473	828,095	186,414	1,303,965	Pots and traps 10-12m
15,582,030	6,124,153	21,706,183	2,289,988	1,368,615	604,898	306,136	Pots and traps >12m
7,698,400	7,275,256	14,973,656	-496,824	223,185	119,090	-1,490,995	S.West beamers >250kW
6,109,619	2,125,975	8,235,594	1,564,602	180,955	88,341	1,295,306	S.West beamers <250kW
7,004,528	3,339,983	10,344,511	3,384,197	1,282,316	271,949	1,670,680	<10m demersal trawl/seine
5,999,090	2,583,045	8,582,135	4,528,042	1,417,013	166,390	2,944,639	<10m drift and/or fixed nets
2,106,625	1,245,781	3,352,406	968,638	591,758	180,032	196,847	<10m mobile other
26,937,484	11,428,418	38,365,902	13,788,410	3,444,376	752,310	9,591,725	<10m pots and traps
2,908,782	902,194	3,810,976	932,108	90,442	53,398	704,380	<10m using hooks
4,776,166	2,598,620	7,374,786	-49,709	102,427	62,467	-248,832	WOS nephrops >250kW
8,940,717	3,424,188	12,364,905	2,500,817	676,882	241,232	1,555,796	WOS nephrops <250kW
398,909,726	227,509,683	626,419,409	172,047,142	61,004,757	21,230,528	85,885,413	Total Active UK fleet

Table 7. 2010 Segment averages per vessel income, costs and profit (£)

Segment	Active Vessels	Fishing Income	Non-fishing Income	Total Income	Fuel cost	Crew Share cost	Other Fishing costs
Area VII scallopers	75	457,886	52,915	510,801	66,306	116,103	36,142
Area VIIA demersal trawl	13	195,150	1,258	196,409	40,494	41,164	43,209
Area VIIA nephrops >250kW	35	202,706	4,608	207,314	49,875	34,198	40,401
Area VIIA nephrops <250kW	53	102,748	4,977	107,725	18,019	27,418	23,087
Area VIIB-K trawlers 10-24m	59	197,155	20,253	217,407	31,326	44,926	34,088
Area VIIB-K 24-40m	14	1,279,183	-	-	-	-	-
Gill netters	40	387,369	-	-	-	-	-
Longliners	29	505,507	-	-	-	-	-
Low activity over 10m	73	4,453	-	-	-	-	-
Low activity under 10m	1695	3,192	-	-	-	-	-
Miscellaneous	40	1,370,388	-	-	-	-	-
N.Sea beam trawl >300kW	10	1,754,573	4,732	1,759,304	593,284	252,036	257,356
N.Sea beam trawl <300kW	27	109,181	-	-	-	-	-
N.Sea nephrops >300kW	96	441,341	32,759	474,100	114,850	108,501	75,700
N.Sea nephrops <300kW	73	149,020	24,742	173,762	38,949	49,511	27,554
NSWOS demersal >24m	44	1,422,519	249,058	1,671,577	383,313	337,911	293,598
NSWOS demersal pairs	37	831,599	24,887	856,486	104,108	207,162	260,902
NSWOS demersal seiners	20	656,742	22,502	679,244	74,361	166,304	175,138
NSWOS demersal <24m >300kW	46	610,336	52,060	662,397	128,945	124,332	137,168
NSWOS demersal <24m <300kW	29	222,797	43,759	266,556	37,794	52,395	44,627
NSWOS scallopers	50	228,759	13,363	242,122	43,495	66,412	52,627
Pelagic over 40m	30	5,303,626	-	-	-	-	-
Pots and traps 10-12m	175	100,925	5,217	106,142	9,501	43,871	14,828
Pots and traps >12m	79	293,397	10,352	303,749	46,800	72,616	77,825
S.West beamers >250kW	22	648,412	9,626	658,038	160,355	163,639	25,933
S.West beamers <250kW	19	512,720	3,080	515,800	109,222	132,508	79,829
<10m demersal trawl/seine	205	57,236	9,733	66,969	7,881	14,721	11,566
<10m drift and/or fixed nets	247	41,448	11,629	53,078	4,044	13,704	6,540
<10m mobile other	75	57,613	-	57,614	7,116	11,555	9,418
<10m pots and traps	993	46,661	5,861	52,522	6,258	15,263	5,606
<10m using hooks	136	33,052	1,824	34,876	2,482	16,112	5,040
WOS nephrops >250kW	29	235,006	17,583	252,589	57,627	69,545	37,523
WOS nephrops <250kW	105	132,645	8,933	141,578	27,190	35,052	22,907

Total Fishing Costs	Total Vessel Costs	Total Operating Costs	Operating Profit	Depreciation	Interest	Net Profit	Segment
218,550	184,083	402,633	108,168	19,049	9,148	79,403	Area VII scallopers
124,866	44,299	169,165	27,244	3,374	2,053	21,816	Area VIIA demersal trawl
124,474	50,813	175,287	32,027	7,036	2,234	22,757	Area VIIA nephrops >250kW
68,524	26,081	94,605	13,121	6,275	1,005	5,840	Area VIIA nephrops <250kW
110,340	49,012	159,352	58,055	3,847	2,402	51,402	Area VIIB-K trawlers 10-24m
-	-	-	-	-	-	-	Area VIIB-K 24-40m
-	-	-	-	-	-	-	Gill netters
-	-	-	-	-	-	-	Longliners
-	-	-	-	-	-	-	Low activity over 10m
-	-	-	-	-	-	-	Low activity under 10m
-	-	-	-	-	-	-	Miscellaneous
1,102,675	267,868	1,370,543	388,761	57,550	30,712	300,499	N.Sea beam trawl >300kW
-	-	-	-	-	-	-	N.Sea beam trawl <300kW
299,052	109,066	408,118	65,983	40,299	13,315	11,379	N.Sea nephrops >300kW
116,014	69,835	185,849	-12,087	10,224	2,921	-26,678	N.Sea nephrops <300kW
1,014,822	384,623	1,399,445	272,132	91,264	26,892	153,975	NSWOS demersal >24m
572,172	187,374	759,546	96,940	53,376	17,219	26,345	NSWOS demersal pairs
415,804	170,062	585,866	93,378	89,577	16,057	-12,257	NSWOS demersal seiners
390,445	127,777	518,222	144,175	41,583	15,541	86,942	NSWOS demersal <24m >300kW
134,816	68,995	203,811	62,746	13,674	4,482	41,916	NSWOS demersal <24m <300kW
162,534	92,914	255,448	-13,326	60,087	2,163	-75,576	NSWOS scallopers
-	-	-	-	-	-	-	Pelagic over 40m
68,200	24,693	92,893	13,248	4,732	1,065	7,451	Pots and traps 10-12m
197,241	77,521	274,762	28,987	17,324	7,657	3,875	Pots and traps >12m
349,927	330,694	680,621	-22,583	18,599	9,924	-67,772	S.West beamers >250kW
321,559	111,893	433,452	82,347	9,524	4,650	68,174	S.West beamers <250kW
34,168	16,293	50,461	16,508	6,255	1,327	8,150	<10m demersal trawl/seine
24,288	10,457	34,745	18,332	5,737	674	11,922	<10m drift and/or fixed nets
28,088	16,611	44,699	12,915	7,890	2,400	2,625	<10m mobile other
27,127	11,509	38,636	13,886	3,469	758	9,659	<10m pots and traps
23,649	4,373	28,022	6,854	665	393	5,179	<10m using hooks
164,695	89,608	254,303	-1,714	3,532	2,154	-8,580	WOS nephrops >250kW
85,150	32,611	117,761	23,817	6,446	2,297	14,817	WOS nephrops <250kW

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