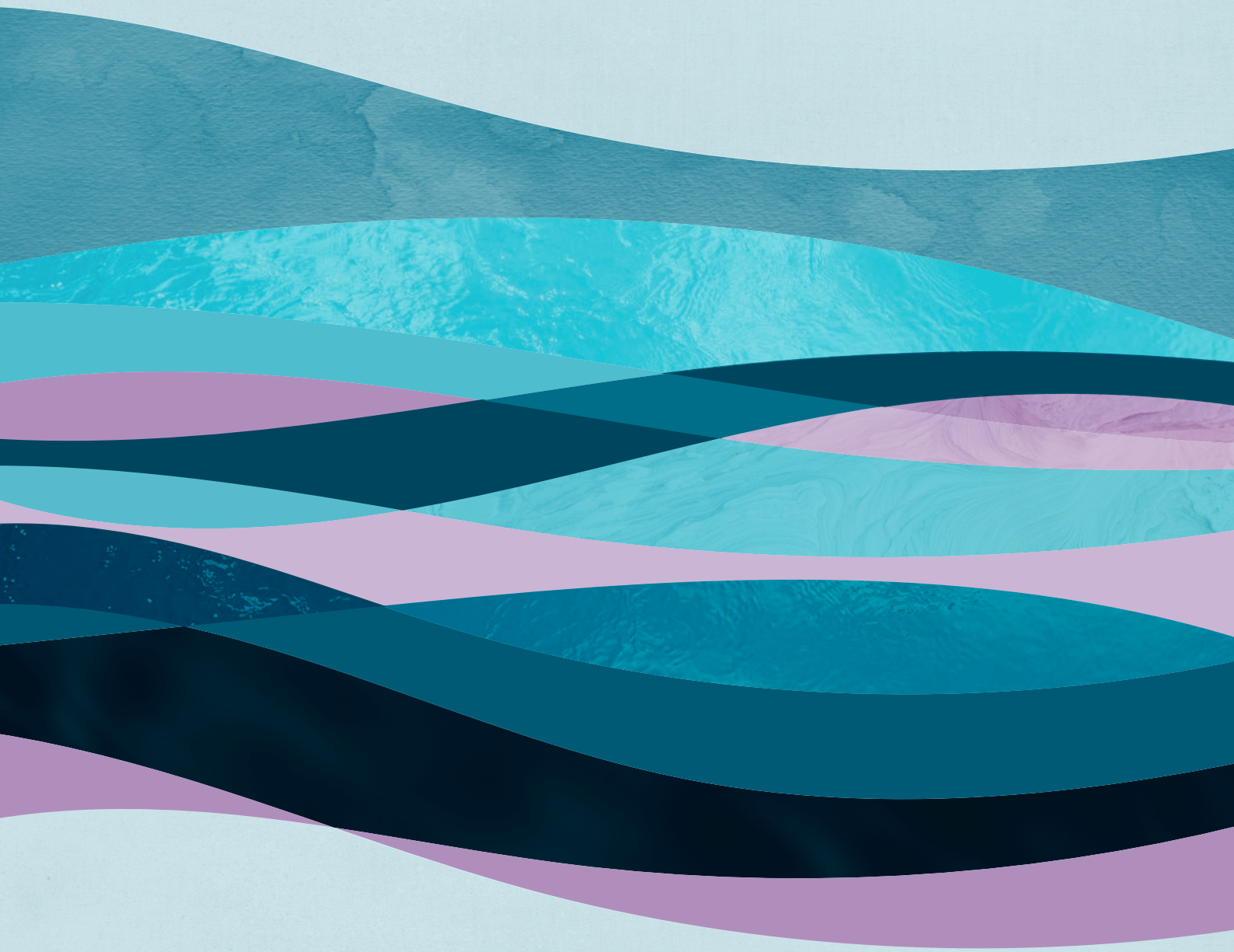
BIM
Ireland's Seafood Development Agency

Annual Fisheries Report

Findings of the National Seafood Survey 2025



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The Annual Fisheries Report: Findings of the National Seafood Survey 2025 **supersedes all previous reports**. Comparisons across reports cannot be made. In line with Scientific, Technical and Economic Committee for Fisheries (STECF) reports, in order to account for inflation over the given time-period, all nominal values (i.e., the actual price in a given year) were converted to real values before estimating indicators.

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Irish Fishing Fleet 2023

Profitability for 2023

Significant **increase** from 2022

+179%

2,681
Total employment

No change

1,743
Full-Time Equivalents

No change

1,993
Registered vessels

-2%

1,393
Active vessels

+6%

63.1 million litres
Fuel consumption

+3%

186,300 tonnes
Landings by weight

+6%

€286.4 million
Landings by value

-5%

€0.83 euro/litre
Average fuel price

-19%

€323.6 million
Revenue
-1%

€307.8 million
Total operating costs
-12%

€48 million
Gross profit
+179%

€52.4 million
Energy costs
-17%

-25%

€92.3 million
Personnel costs

€144.5 million
Gross Value Added
No change

€40.6 million
Repair and maintenance
+1%

2%
Return on fixed tangible assets
+160%

€32.9 million
Other non-variable costs
+36%

€53.2 million
Other variable costs
-7%

Executive summary

BIM's National Seafood Survey provides insights into the status of Ireland's catching sector on an annual basis. It examines the economic performance of the fleet and the social demographics of people employed in the sector.

This report offers an in-depth analysis of the financial and operational performance of the Irish fishing fleet, based on the findings from the most recent National Seafood Survey for Fisheries. It highlights key trends and developments within the sector, offering evidence-based insights that are highly relevant to both fishing industry stakeholders and policy makers. By exploring the economic data for 2023 and looking ahead to 2024 and 2025, the report aims to support informed decision-making and contribute to a better understanding of the sector's dynamics and factors shaping the economic performance of the national fleet and its many segments. The Annual Fisheries Report 2025 is accompanied by an online interactive Fisheries Industry Dashboard available on BIM's Data Hub.

While in recent years, the profitability of the Irish fleet had trended downwards, 2023 marked a significant improvement with increases in both gross and net profits across the national fleet, Small-Scale Fisheries (SSF-vessels under 12 metres), and Large-Scale Fisheries (LSF-vessels over 12 metres).

In terms of structure, the report presents an overview of the fleet capacity and structure which sets the scene for economic estimates at a macro-national and micro-fleet segment level. Ireland's performance is compared with other Member States in a regional chapter which presents data from the North Western Waters. This is followed by an overview of key drivers influencing the economic performance of the national fleet based on industry feedback. These include the ongoing impacts of the changes to quota allocations resulting from Brexit, coupled with volatile changes in operating costs and market conditions. Projections of economic performance in 2024 and 2025 are presented in the concluding section.

Results from the most recent National Seafood Survey indicate the following:

Profitability

- Profitability of the Irish fleet in 2023 increased significantly compared to the unprecedented challenges experienced in 2022. While revenue decreased slightly by 1% to €305 million, Change to Gross Value Added (GVA) remained stable at €144.5 million, and gross profit increased sharply by 179% to €48 million, driven by reductions in operating costs including fuel and personnel costs[1].
- The sector also benefitted from an additional €70.9 million in operating subsidies financed under the Brexit Adjustment Reserve (BAR) and European Maritime, Fisheries and Aquaculture Fund (EMFAF) funding. However, this is not factored into gross profit calculations for 2023.
- Data projections[2] for 2024 indicate decreasing revenue (-12%) to €286 million and decreasing GVA (-16%) to €121.7 million linked to a decrease in landings by value. Gross profit is predicted to decrease (-25%) from €48 million in 2023 to €36 million in 2024.
- The key demersal segments have shown improved economic performance post-2023, aided by capacity adjustments from the Brexit voluntary permanent cessation scheme. However, the pelagic segments have experienced a decline in economic performance due to reduced quotas for some key species.

1 Refer to Appendix 1 for a glossary of concepts, terms and definitions.

2 Projections are based on the number of vessels, fuel prices, TACs, stock biomass (for 2024), and fish prices for each Total Allowable Catch (TAC) species. As 2023 is the base year for the nowcasts, the results are strongly related to the economic performance in this year. The nowcasting methodology used to calculate these projections does not consider possible strategic changes in fleet behaviour based on optimising the trips (e.g. performing shorter trips or staying in port, or not fishing, if fuel prices are particularly high).

- Forecasts for 2025 suggest an overall higher economic performance compared to 2024. This is driven by further reductions in operating costs and improved performance of the demersal sector despite a predicted decrease in landings by value compared to 2023. Revenue is predicted to increase (1%) combined with increases in GVA (4%) and gross profit (4%).

Capacity

- In 2023, there were 1,993 registered vessels (excluding those registered in the aquaculture segment). The estimated total number of inactive vessels was 600 and 85% of these are in the less than 10 metre segments.
- An estimated 1,393 Irish fishing vessels were active (up 6% from 2022) with a total capacity of 65,728 GT and 182,975 kW. 84% of these vessels (1,164 vessels) were under 12 meters in length and typically operate in inshore waters.
- 39 vessels from the Irish LSF were decommissioned under the Brexit voluntary permanent cessation scheme at various stages in 2023.

Landings

- In 2023, the fleet landed close to 186,300 tonnes valued at €286.4 million representing an increase of 6% in live weight and a decrease of -5% in landed value compared to 2022.
- Provisional data for 2024 from the Sea Fisheries Protection Authority (SFPA) indicate that the fleet landed 206,700 tonnes, an increase of 11% from 2023.

Operating costs

- Operating costs decreased by 12% to €307.8 million in 2023, with energy and personnel costs representing 48% of all costs.
- Energy costs decreased by 17% in 2023 to €52.4 million compared to €62.5 million in 2022.
- Despite only a minor change in total employment, personnel costs fell by 25% to €92.3 million in 2023, down from €122.3 million in 2022. This is largely attributed to a decline in landings by value, as many crew members are employed under shared remuneration systems linked to the value of landings. Other variable costs such as provisions, cleaning and hygiene, filters/lube oil, ice, bait, memberships, and harbour dues decreased by 7% to €53.2 million in 2023.
- Data projections for 2024 and 2025 suggest a decrease in overall operating costs, particularly for energy and personnel costs compared to previous years.

Employment

- Direct employment generated by the sector in 2023 was estimated at 2,681 jobs corresponding to 1,743 Full-Time Equivalents (FTEs).
- Average crew cost fell by 24% to €34,416 per job, and average crew cost per FTE declined by 23% to €55,340 in 2023. This compares to the national median annual earnings of €43,221 reported by the Central Statistics Office (CSO)[3]. However, it is important to note that there are substantial variations in the average wage depending on the vessel size, crew employment type (i.e., shared remuneration systems or PAYE employee), and the type of fishery the vessel operates.

3 Source: CSO Ireland, Earnings Analysis using Administrative Data Sources (2023).

1 Introduction: data collection and the National Seafood Survey for fisheries

Robust, high-quality data is central to effective fisheries management. The successful implementation of the Common Fisheries Policy (CFP) relies on accurate, timely, and comprehensive data from multiple domains, including biological, environmental, technical, social, and economic factors. These data support evidence-based decision-making and inform conservation and management measures that directly affect the daily operations of fishing vessels.

At the heart of Ireland's data collection programme is the National Seafood Survey, conducted annually by Bord Iascaigh Mhara (BIM). This survey gathers essential social and economic data on Ireland's fishing fleet, forming a cornerstone of Ireland's obligations under the EU Data Collection Framework (DCF) established under Regulation (EU) 2017/1004[4] implemented through the EU Multiannual Programme (EU MAP).

Under the National Seafood Survey, all active vessels are requested to submit economic and operational details for their previous year's activity. There is a time lag in reporting these data, as financial returns for an accounting period ending on 31 December 2023 are not due until September 2024. In compliance with EU and Irish legislation, BIM collected data for the reference year 2023 from October 2024 to January 2025 and submitted national totals to the European Commission in February 2025[5].

The National Seafood Survey plays a strategic role in shaping fisheries policy at both national and EU levels. Data gathered through the annual survey is critical to:

- Assess the economic sustainability of the fleet.
- Document crew demographics and social structure.
- Evaluate the effects of fisheries management measures such as Total Allowable Catches (TACs) and quota allocations.
- Track the sector's response to external pressures, including Brexit, market conditions, and operational costs.
- Provide evidence to support Ireland's case for national and EU funding programmes under the CFP.

These data not only guide government policy but also serve as the factual basis for industry development strategies and coastal community support measures.

The latest survey, which closed in January 2025, achieved record engagement from industry. A total of 1,027 vessel owners completed the online National Seafood Survey. This represents over 80% of the active fleet in 2023, more than double the response rate from the previous year. Notably, participation from the inshore fleet increased significantly due to targeted engagement through BIM's Inshore Fleet Economic Assessment Scheme.

Survey returns have increased steadily in recent years (Figure 1). This high level of participation has enabled BIM to produce a more comprehensive economic assessment of the sector and deepen our understanding of quota changes and the impact of operational costs on different fleet segments. These insights are critical for both short-term management and long-term policy planning.

This report presents the actual economic performance reported by the industry in the 2025 National Seafood Survey. This valuable data provides a historic record of the fleet's performance and allows us to identify long-term trends and reassess any predictive models for 2024-2025.

4 Regulation (EU) 2017/1004 of the European Parliament and of the Council of 17 May 2017 on the establishment of a Union framework for the collection, management and use of data in the fisheries sector and support for scientific advice regarding the common fisheries policy and repealing Council Regulation (EC) No 199/2008 (recast)

5 Details of the methodological approach are available in Annex 2.

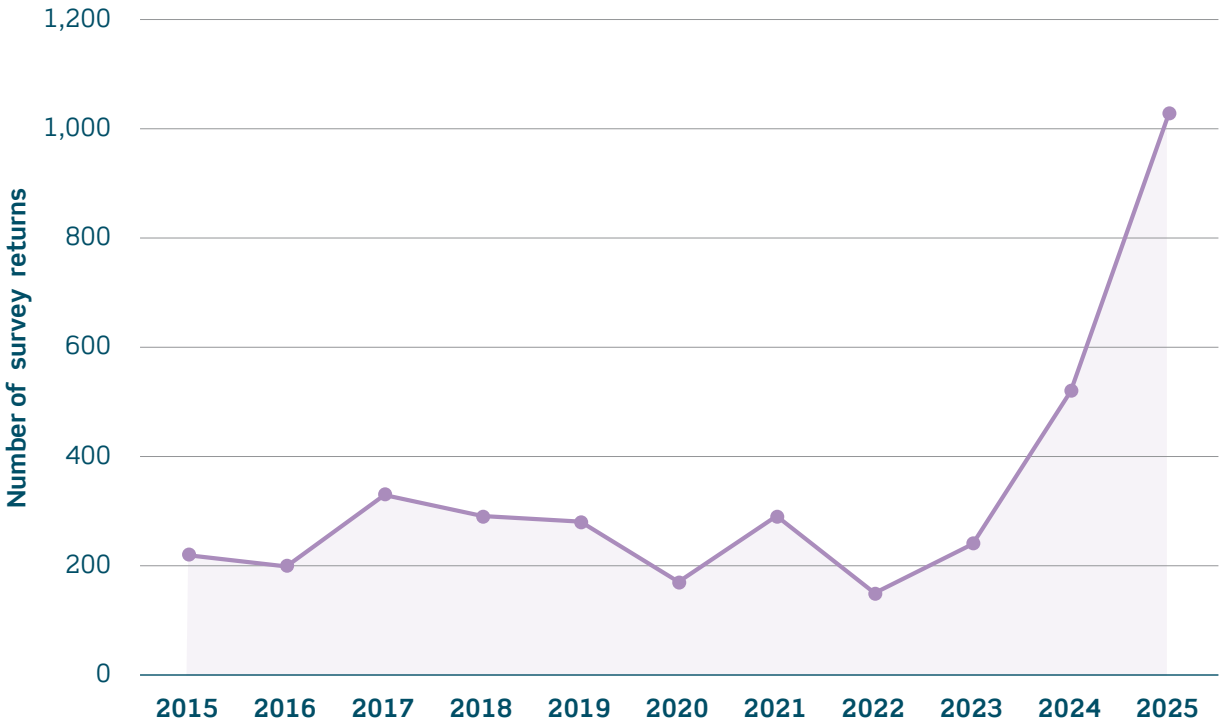


Figure 1: Trends in annual National Seafood Survey response rates from the active fleet: 2015-2025.

2 The Irish national fleet

The Irish national fleet is highly diversified with a broad range of vessel types, targeting varied species or species groups, often in mixed fisheries.

The fleet is dominated by the polyvalent segment; a diverse group including small inshore vessels (netters and potters), medium and large offshore vessels targeting *Nephrops,* mixed whitefish, some pelagic species (including mackerel, herring, and tuna) as well as a range of vessels, from small to large-scale, targeting bivalve molluscs and crustaceans. The Refrigerated Seawater (RSW) pelagic segment targets exclusively pelagic species (i.e., mackerel, horse mackerel, herring, blue whiting, and boarfish).

2.1 Fleet structure: The national and EU context

At a national level, the Irish fishing fleet is divided into five segments according to the type of sea-fishing license issued by the DAFM (see Annex 3 for further details). These include (i) RSW pelagic segment, (ii) beam trawler segment, (iii) polyvalent segment, (iv) specific segment and (v) aquaculture segment. As the focus of this report is on wild capture fisheries, the aquaculture segment, which is included on the fleet register, is excluded from the analysis presented in this report.

In addition to the national fleet segments, from an EU perspective (in accordance with EU MAP legislation), a fleet segment is defined as group of vessels with the same length class combined with the predominant fishing gear used during a given calendar year (Annex 4). For example, all vessels under 10 metres that typically use pots and traps or vessels over 40 metres that typically use pelagic trawls. In 2023, for EU economic and operational data reporting requirements, the Irish fleet consisted of 36 defined segments (Annex 5). In order to safeguard confidentiality for all vessels, seven segments which consisted of five or less vessels were clustered.

2.2 Fleet capacity

The capacity of the national fleet has remained stable since 2008, with only minor fluctuations in vessel numbers over time (Figure 2). In 2023, there were 1,993 registered fishing vessels with a total capacity of 65,728 GT and 182,975 kW. The estimated total number of inactive vessels in 2023 was 600, the majority of which (85%) are in the less than 10 metres segments. The estimated number of active vessels in 2023 for all segments was 1,393. Thirty-nine vessels from the Irish LSF were decommissioned under the Brexit voluntary permanent cessation scheme at the various stages in 2023.

Between 2020 and 2025, 156 vessels have been added to the national register of fishing boats maintained by DAFM. A total of 37 of these were newly constructed vessels and the remaining 119 were second-hand vessels and added to the fleet register for the first time.

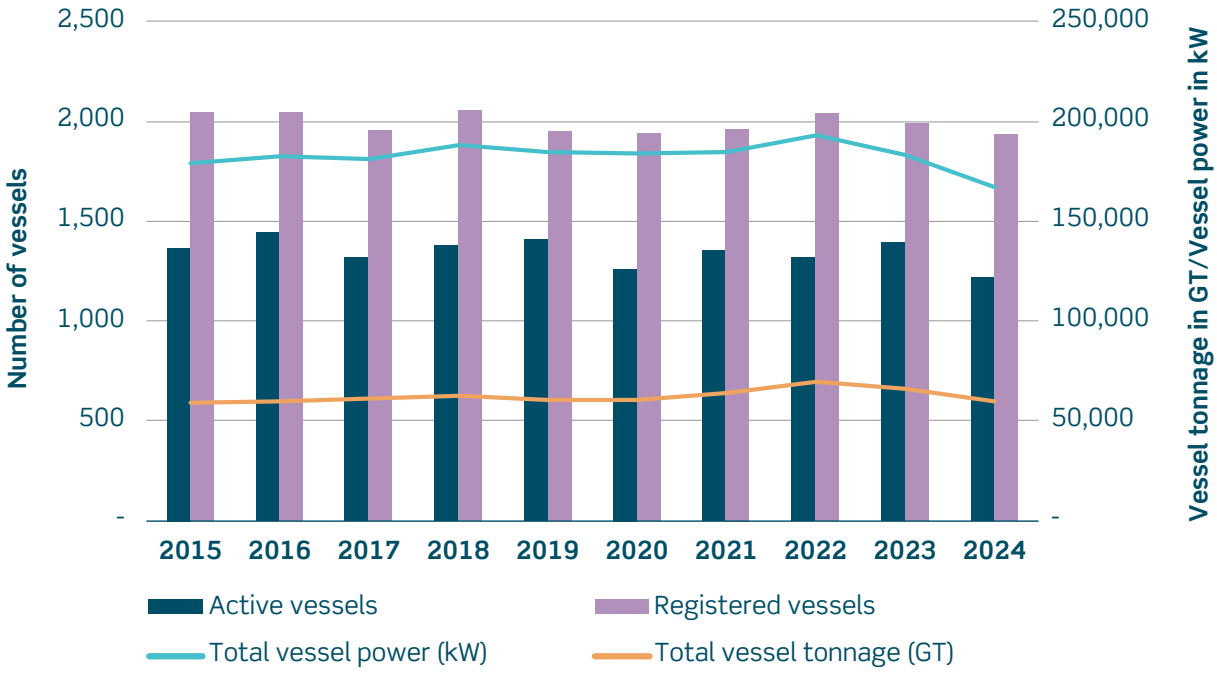


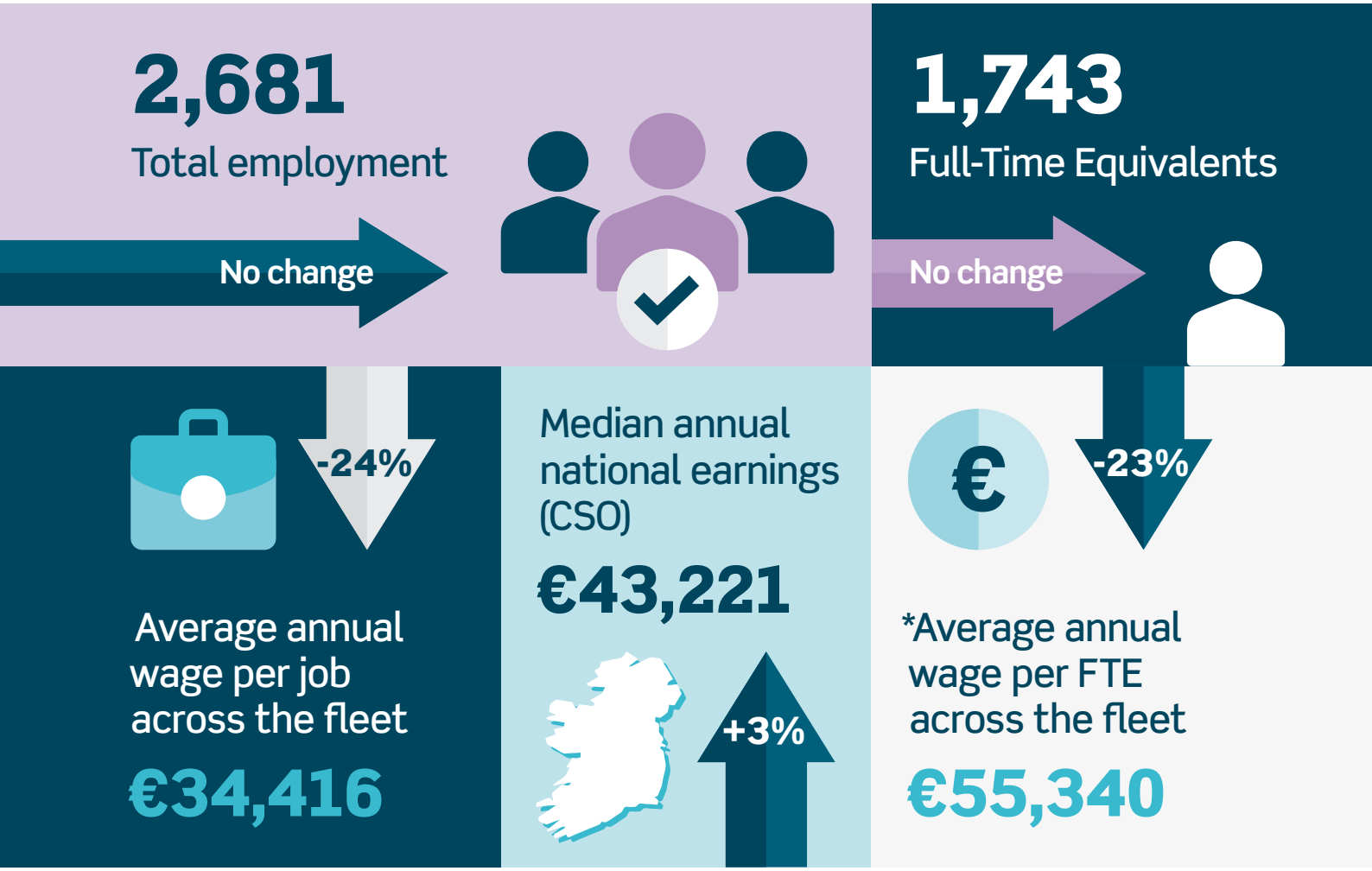
Figure 2: Trends in the fleet: 10-year time series 2015-2024. Source: Department of Agriculture, Food, and the Marine (DAFM) Fleet Register.

Table 1: New and second-hand vessels commissioned between 2020 and 2025. Source: EU fleet register and DAFM Fleet Register.

DAFM Segment	New Vessels	Second-hand Vessels
Polyvalent greater or equal to 18m	8	1
Polyvalent less than 18m	22	109
Polyvalent Potting	3	5
RSW Pelagic	4	4
Total	**37**	**119**

3 Employment and social demographics

Employment and wages of the Irish Fleet: 2023



*Note: There are variations in the average wage depending on the size and gear of the vessel, and the systems of crew share.

The Irish fishing sector is increasingly affected by a shrinking labour pool. This is largely due to slower population growth and an ageing demographic in rural and coastal areas that have traditionally supplied much of the industry's workforce. In contrast, urban centres are ageing more slowly and maintain a higher proportion of younger people.

This demographic shift poses a serious challenge for the sector, which continues to rely on younger, male workers to fill crew positions. Compounding this issue are relatively low earnings and relatively high risk, in terms of safety and reliability of income.

Median weekly wages in fishing remain significantly below those in other sectors such as construction and transport. This income gap may act as a deterrent to new entrants, making it more difficult to attract and retain workers and limiting the sector's appeal as a viable long-term career.

Insights from the National Seafood Survey indicate that an estimated 2,681 jobs were directly supported by the sector in 2023, representing a minor decrease on 2022 employment figures (2,687). Total employment in the sector has still not recovered to pre-COVID-19 levels, with 2,944 jobs in 2019. Figure 3 presents the 10-year time series in terms of total employment and FTEs in the fleet from 2014-2023.

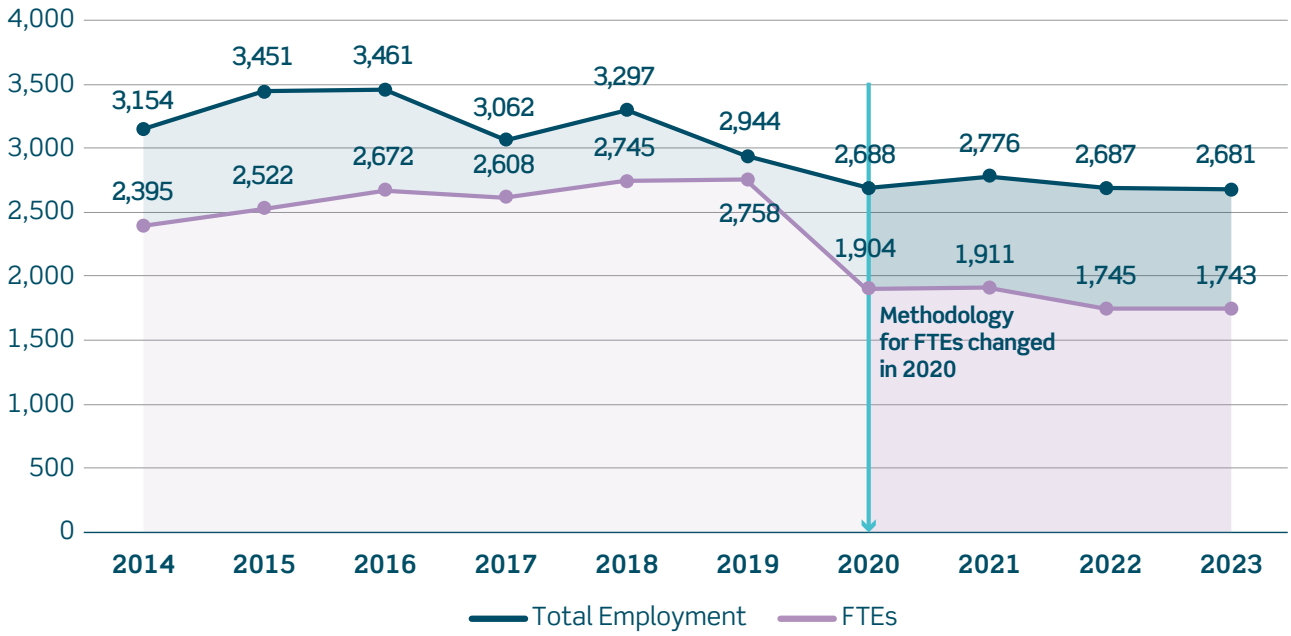


Figure 3: Total employment and FTEs in the Irish fleet: 10-year trend 2014-2023. Note: The methodology to estimate FTE was revised from 2020 onwards. Therefore, FTE for these years cannot be compared to previous year's figures and represent a break in the data timeseries.

There were an estimated 1,743 FTE employees in 2023, a slight decrease from 1,745 in 2022. FTE is a measure used to assess employment within the industry by accounting for both the average daily hours worked and the total annual sea days. A low FTE in relation to the total number of individuals employed suggests that a considerable proportion of the workforce is engaged on a casual or part-time basis within the fleet.

Average crew cost fell by 24% to €34,416 per job, and average crew cost per FTE declined by 23% to €55,340 in 2023. This compares to the national median annual earnings of €43,221 reported by the Central Statistics Office (CSO)[6]. However, it is important to note that there are substantial variations in the average wage depending on the vessel size, crew employment type (i.e., shared remuneration systems or PAYE employee), and the type of fishery the vessel operates.

3.1 Profile of employment in the fishing industry

Crew positions and payment type for SSF and LSF are illustrated in Figures 4 and 5.

In SSF, most crew positions are primarily remunerated through a crew share payment system (Figure 4). Similarly, LSF demonstrates a greater reliance on crew share payment structures, particularly among certain roles such as cook, deckhand, engineer, mate, skipper, and trainee deckhand. Salary remains the dominant payment method for onshore worker(s). While trainee positions are mostly crew shares, a notable portion of their compensation also comes from salaries. The 'other' category (which captures any other types of roles not listed in the survey) and positions such as vessel owner typically involve a combination of salary and unspecified payment types, suggesting flexible or variable remuneration arrangements.

Overall, the LSF tends to follow a more standardised salary-based compensation structure across most roles (Figure 5). In contrast, the SSF employs a more mixed approach, with crew share arrangements being predominant, particularly in operational onboard roles. This may reflect differing operational and financial models between the fleets, with the SSF potentially relying more heavily on incentive-based earnings.

6 Source: CSO Ireland, Earnings Analysis using Administrative Data Sources (2023).

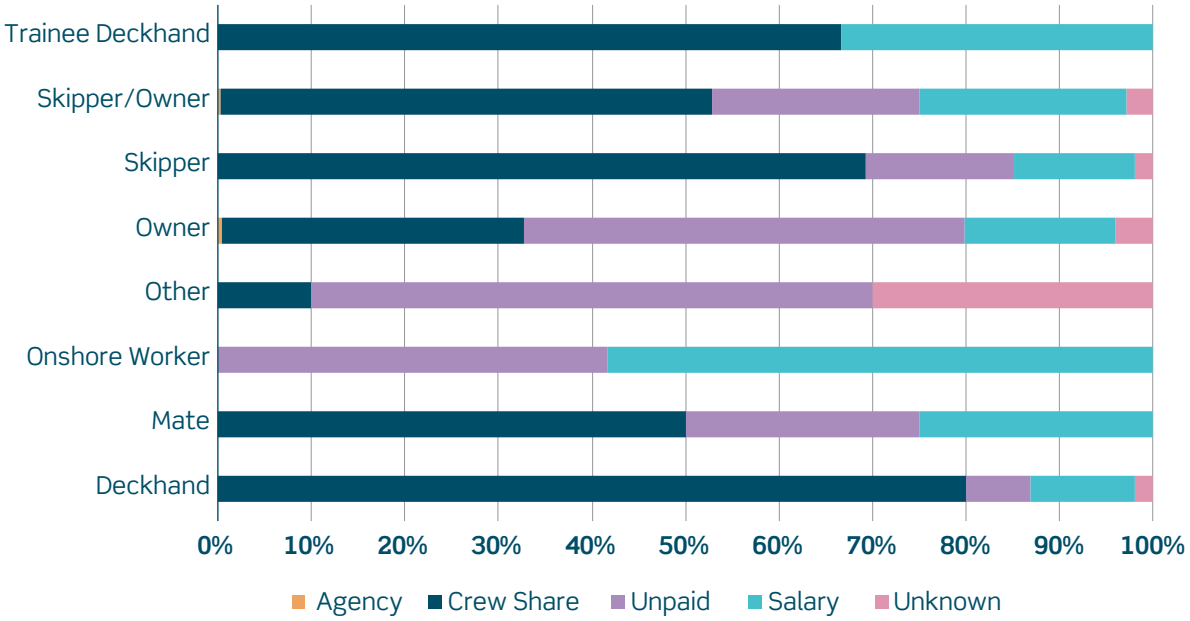


Figure 4: Percentage breakdown of crew positions by payment type for SSF vessels in 2023.

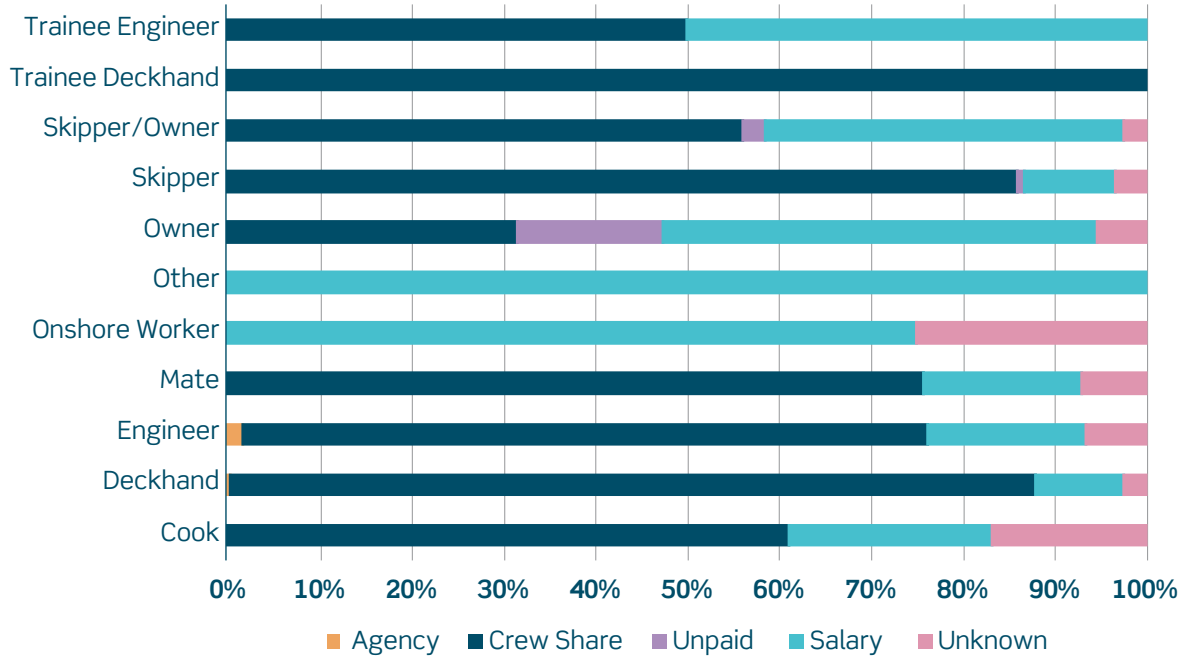


Figure 5: Percentage breakdown of crew positions by payment type for LSF vessels in 2023.

3.2 Age distribution

Figure 6 presents a sample age distribution of crew members within the Irish SSF and LSF fleets. The ages, ranging from 15 to 95 years, are shown as a percentage of crew members in each age category.

The data indicate that SSF has a higher average and median age (47 and 48 years, respectively), suggesting an older overall workforce, though with narrower age spread. In contrast, the LSF displays a broader age distribution, with both the average and median age at 45 and 48 years, respectively.

Overall, the graph shows notable fluctuations in age distributions across both fleet sectors. These differences may reflect variations in operational requirements, traditions, or employment practices between SSF and LSF. Such age patterns could present challenges related to recruitment and succession planning over the longer term.

Figure 6: Age distribution (expressed as %) for crew members of SSF and LSF vessels in 2023.

3.3 Gender

Gender distribution indicates a pronounced male dominance across both SSF and LSF fleets (Figures 7 and 8). In SSF, 96% of crew members are male, with females representing just 1% of the workforce. Similarly, in the LSF, males account for 94%, while female representation stands at 2%, slightly higher than in SSF.

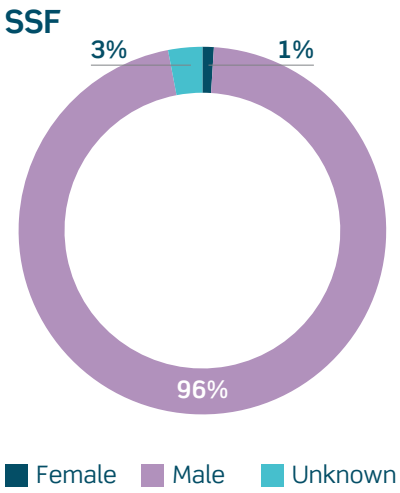


Figure 7: Gender distribution of SSF vessels in 2023.

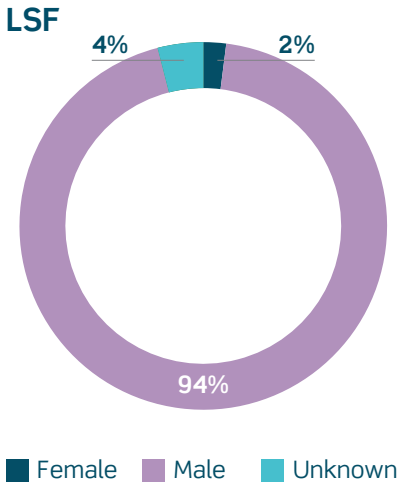


Figure 8: Gender distribution of LSF vessels in 2023.

The overall dominance of male crew highlights a persistent gender disparity, reflecting broader patterns observed across the maritime sector in Ireland and globally.

3.4 Nationality

The breakdown of crew nationalities between SSF and LSF (Figures 9 and 10) reveals a more pronounced diversity than that observed in gender distribution. SSF predominantly consists of Irish nationals, representing 90% of the crew. A smaller proportion, 7%, originate from other EU Member States, while 3% are classified as 'Other' nationalities, referring to individuals from outside Ireland, the EU, or the European Economic Area (EEA).

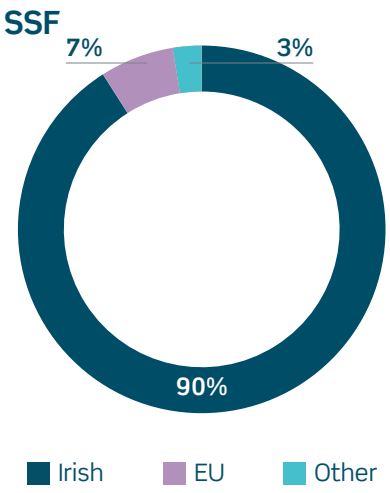


Figure 9: Distribution of crew members of SSF vessels by nationality in 2023.

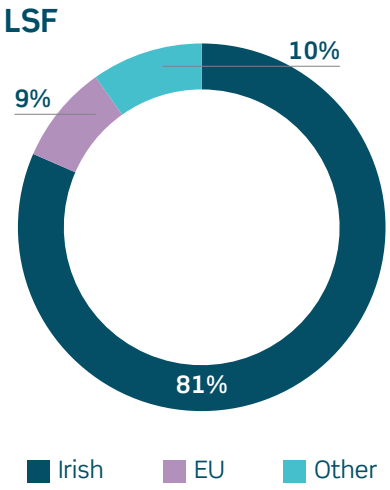


Figure 10: Distribution of crew members of LSF vessels by nationality in 2023.

In contrast, the LSF displays a more diverse crew composition: 81% are Irish, 9% are from other EU Member States, and 10% are from non-EU/EEA countries. This suggests that, while both segments rely predominantly on local Irish crew, the LSF draws more heavily on both EU and international labour, reflecting a broader recruitment scope and differing operational requirements.

3.5 Unpaid labour

Unpaid labour continues to play a significant, though often under-recognised role in the Irish fishing fleet, particularly within SSF (Figure 4). It supports the economic sustainability of smaller operations and helps mitigate the impact of labour shortages. In 2023, the estimated value of unpaid labour across the Irish fleet was €4.1 million[7], representing an 8% increase compared to 2022.

In LSF, 54% of vessels reported relying solely on paid employees, compared to a lower 43% in SSF. This suggests that formal employment arrangements are more prevalent within LSF operations. In contrast, SSF demonstrates a significant reliance on unpaid labour, where 41% of SSF vessels had one unpaid male worker, versus 32% in LSF. Additionally, 15% of SSF vessels reported the involvement of both unpaid males and females combined, compared to 13% in LSF. Notably, according to the most recent survey data, unpaid female participation remains low in both sectors, accounting for only 1% each. However, this figure does not capture the female share within the combined "Unpaid both" category (i.e., unpaid work by both women and men).

These figures highlight the critical, yet often unacknowledged, role of informal labour in the operation of SSF vessels. The higher incidence of unpaid labour in SSF points to an informal labour model, reliant on family members or vessel owners themselves. While this structure can enhance operational flexibility, it raises important considerations around labour standards, social protection, and the visibility of women's contributions within the sector.

Fishing is traditionally perceived as a male-dominated occupation, particularly when it comes to working aboard vessels involving extended periods at sea. However, women make significant contributions across the fisheries sector, especially within small-scale and family-run operations. Their roles span a wide range of activities, including for some working onboard and for others, essential shore-based tasks such as gear preparation, fish transport, sales, administration, and logistics. Despite their integral role, much of this work remains unrecognised and under recorded.

A study conducted for the European Commission found that 6.6% of women in fisheries are unpaid, nearly double their representation in overall fisheries employment (3.8%). The corresponding figure for unpaid females in Ireland is currently estimated as 1%. These figures are likely underestimates, as women not working directly aboard vessels are often excluded from official statistics, highlighting the need for improved data collection and recognition of their contributions. To address this gap, BIM will improve future survey methods to better capture unpaid labour by gender, ensuring more accurate and representative data for this important variable.

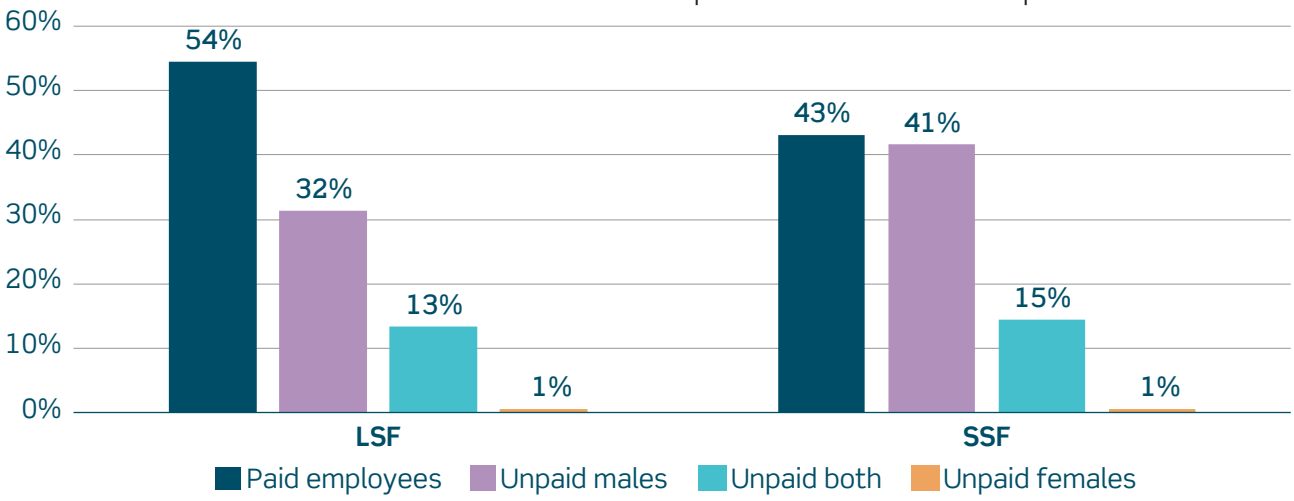


Figure 11: Distribution of paid employees compared to unpaid workers by gender across SSF and LSF in 2023. Note: The "Unpaid both" category reflects vessels that report a combined total of unpaid work by both men and women.

7 Unpaid labour is calculated using survey data on hours worked with annual minimum wage levels in Ireland. In 2023, the rate was €11.30 per hour (Source: Department of Enterprise, Tourism and Employment, 2023).

4 Economic results for 2023

This section presents economic estimates at a macro (national), and micro (EU-defined fleet segment) level.

4.1 National fleet performance

Table 2: Key economic results of the Irish fleet in 2023

Indicator	2022	2023	% change 2022-2023
Total revenue	€327.8m	€323.6m	-1%
Operating costs	€348.6m	€307.8m	-12%
GVA	€144.6m	€144.5m	0%
Gross profit	€18.5m	€48m	179%
Gross profit margin	6%	15%	183%
Return on Fixed Tangible Assets (RoFTA)	-4%	2%	160%

In 2023, the Irish fishing fleet demonstrated improved financial performance despite a slight decline in total revenue (Table 2). This was driven by a notable reduction in operating costs, which helped strengthen key profitability indicators across the fleet. Gross profit and profit margins rose significantly, reflecting more efficient operations and cost management. Even with relatively stable revenues, the fleet achieved better returns, suggesting improved resilience and financial health. The increase in Return on Fixed Tangible Assets (RoFTA) also indicates stronger returns on investment within the sector.

Overall, these results point to a more sustainable and economically robust fleet in 2023. This contrasts heavily with 2022's deterioration in economic performance. The sector also benefitted from an additional €70.9 million in operating subsidies financed under the Brexit Adjustment Reserve (BAR) and European Maritime, Fisheries and Aquaculture Fund (EMFAF) funding. However, this is not factored into gross profit calculations for 2023.

Trends in economic performance of the Irish fleet from 2014-2023 are provided in Figure 12. The overall performance of the national fleet is largely influenced by the larger pelagic vessels. Due to the scale of their operations, variations in fish prices, cost structures, and capital valuations exert a pronounced influence on annual landings revenue and overall profitability.

In 2023, the pelagic trawler segment over 40 metres experienced a marked improvement in economic performance, with revenue rising by 24% to €89 million and gross profit increasing by 370% to €24.9 million compared to 2022. Positive trends were also observed across other large-scale fleet segments, including demersal trawlers in the 18–24 metre and 24–40 metre categories, as well as dredgers in the 24–40 metre range. These gains contributed significantly to the overall economic performance of the national fleet. A full breakdown of economic indicators by EU-defined fleet segment is available in Annex 5.

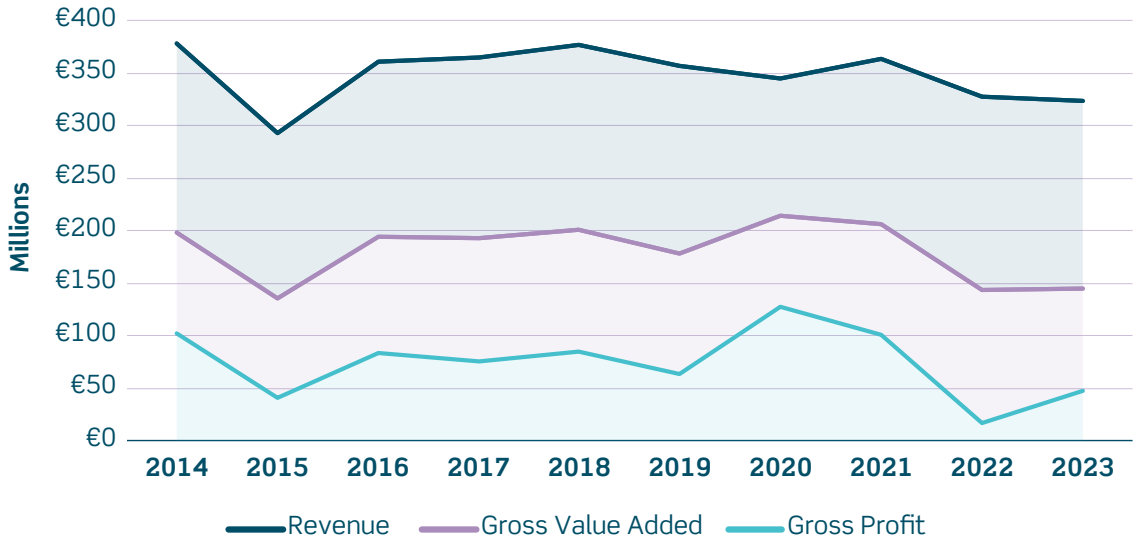


Figure 12: Trends in economic performance of the Irish fleet: 2014-2023.

4.2 Landings and income

Landings by weight in 2023 increased by 6% to 186,300 tonnes valued at €286 million (a decrease of -5%) compared to 175,300 tonnes in 2022 (valued at €301.3 million) reflecting quota reductions and a decrease in fish prices of some of the main species (Figure 13).

Adjusting for price errors in the landings data and including improved estimates for income for the less than 10m segments, revenue for 2023 is estimated as €323.6 million.

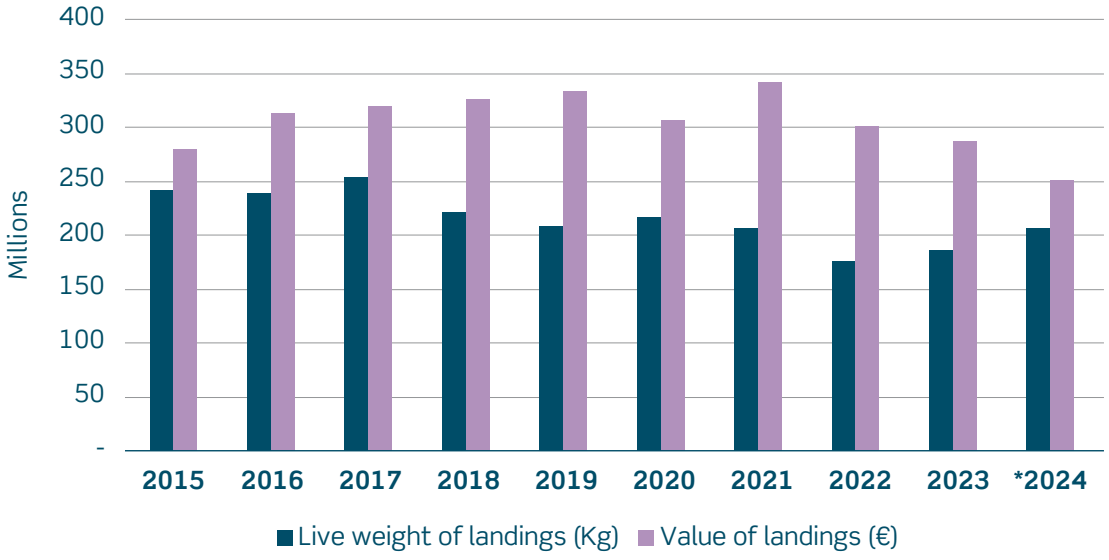


Figure 13: Trends in landings by weight and value: 2015 – 2024 (*2024 data is provisional). Data source: Landings by weight provided by the SFPA. Landings by value estimated by BIM.

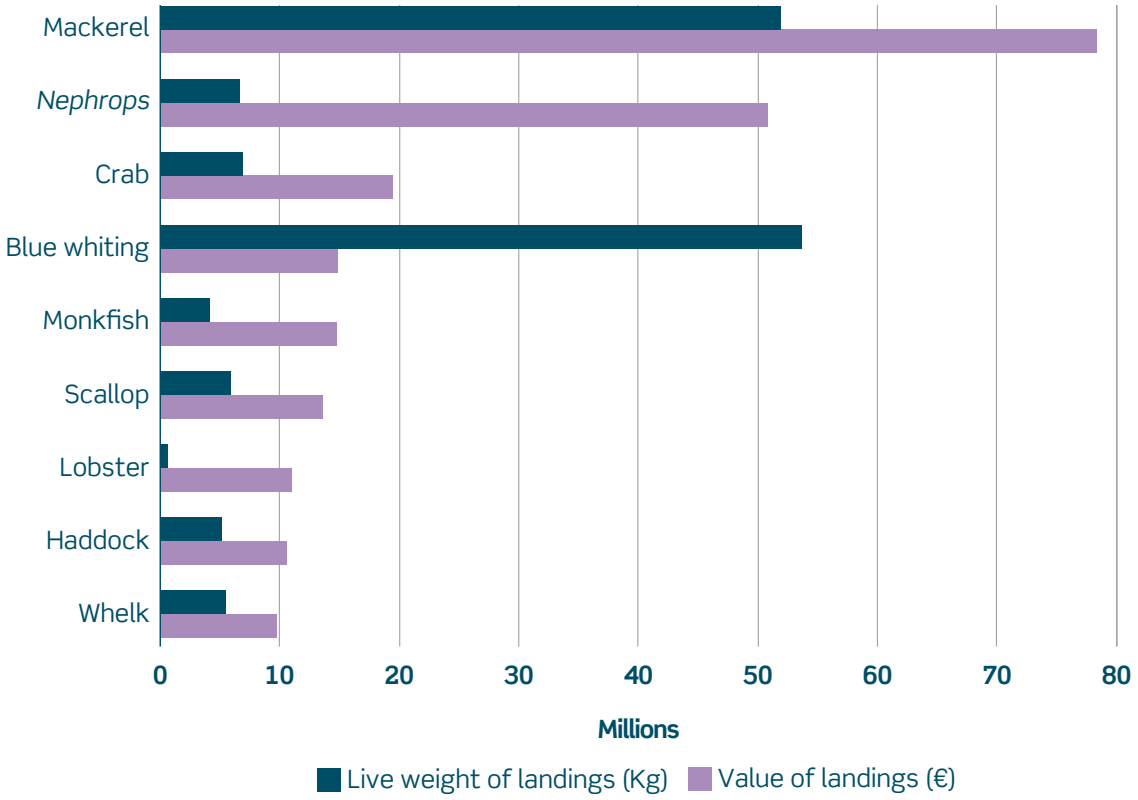


Figure 14: Top species landed by the Irish fleet by value and weight in 2023.

The top species landed by the Irish fleet by value and weight in 2023 are illustrated in Figure 14. Mackerel was the top species by value (€78.3 million) representing 27% of the total value of landings of the fleet, an increase from 25% compared to 2022. Trends are highly influenced by quota changes for pelagic species and more recently by Brexit related quota reductions.

Mackerel remained the most valuable species landed by the Irish fleet in 2023, continuing its historical importance to the sector. Despite a decline in value observed in 2022, the species saw a strong recovery in 2023, with the total landing value increasing by 60% year-on-year. In contrast, the total volume of mackerel landed recorded a slight decline of 1% compared to 2022. This indicates a substantial improvement in average unit value.

In addition to the increase in mackerel value, 2023 also saw growth in the value of landings for several other key quota species. Notably, the value of scallop landings rose by 39%, while monkfish experienced a 6% increase compared to 2022. In contrast, haddock recorded a 16% decline in landing value. There were also substantial increases in catch weights for specific species. Scallop landings by weight increased markedly by 166%, and blue whiting saw an 88% rise compared to the previous year.

Provisional data for 2024 indicate total landings will reach 207,000 tonnes, an 11% increase on 2023. The value of those landings is projected to fall by 12% to €251 million (Figure 13). This is largely driven by quota changes to low value species in the pelagic sector. Blue whiting increased by 23% to 60,000 tonnes, followed by boarfish (+20%, 19,000 tonnes), and tuna (+17%, 4,000 tonnes).

However, mackerel quota dropped by 9% to 47,500 tonnes, leading to an estimated 1% decline in the overall value of pelagic quotas despite volume gains. Demersal quotas demonstrated modest increases: +3% in volume and +1% in value. In the Celtic Sea, significant reductions are recorded for haddock (-33%), pollack (-87%), hake (-13%), and saithe (-39%).

Looking ahead to 2025, major quota cuts in mackerel and blue whiting are largely offset by a significant rise in horse mackerel quota, stabilising the pelagic sector overall. In the demersal sector, Area VI (off Donegal) reports strong increases in monkfish, haddock, and whiting offering a positive outlook for the northwest.

4.3 Cost structure

In 2023, total operating costs incurred by the Irish fleet were €307.8 million, a decrease of 12% compared to €348.6 million in 2022. Energy costs accounted for 17% of total operating costs in 2023 and decreased by 17% from 2022, reflecting a recovery from the spiralling costs linked to war in Ukraine and increasing inflation throughout 2022.

The average fuel cost from 2013-2021 was €0.62/litre and increased to €1.19/litre in 2022. In 2023, fuel prices decreased further by an average of 19% to 0.83 euro/litre, which had a significant contribution to the improvement in economic performance of the Irish fleet. Personnel costs accounted for 30% of total operating costs in 2023 and decreased by 5% to €92.2 million (from €122.3 million in 2022). This decrease reflects a stabilisation in inflation, as well as personnel supply after COVID-19. Despite this, there is a long-term overall trend of increased average wages per FTE from 2013 to date.

In addition to this, other variable costs such as bait, ice, motoring, provisions, training, refrigeration, shed and office lighting/heating etc. decreased by 7% to €53.2 million in 2023. Conversely, non-variable costs such as insurance, waste management, accountancy costs, legal costs, and harbour dues increased by 40% to €32.9 million. Trends in the costs structure of the Irish fleet from 2014 to 2023 are presented in Figure 15.

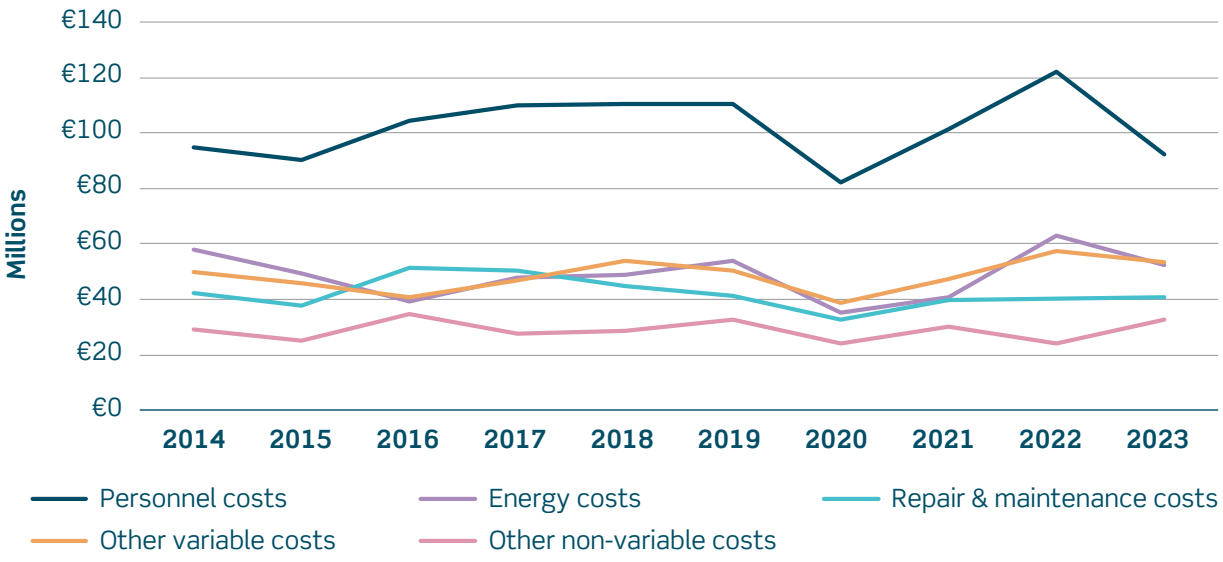


Figure 15: Trends in the cost structure of the Irish fleet: 2014 – 2023.

4.4 Fishing activity and fuel consumption

The fisheries resource is the bedrock of the Irish seafood industry. The waters around Ireland contain some of the most productive fishing grounds and biologically sensitive areas in the EU. The fleet typically operate in the Irish Sea, the Celtic Sea, off the west coast of Ireland, and in the waters to the west of Scotland (Figure 16).

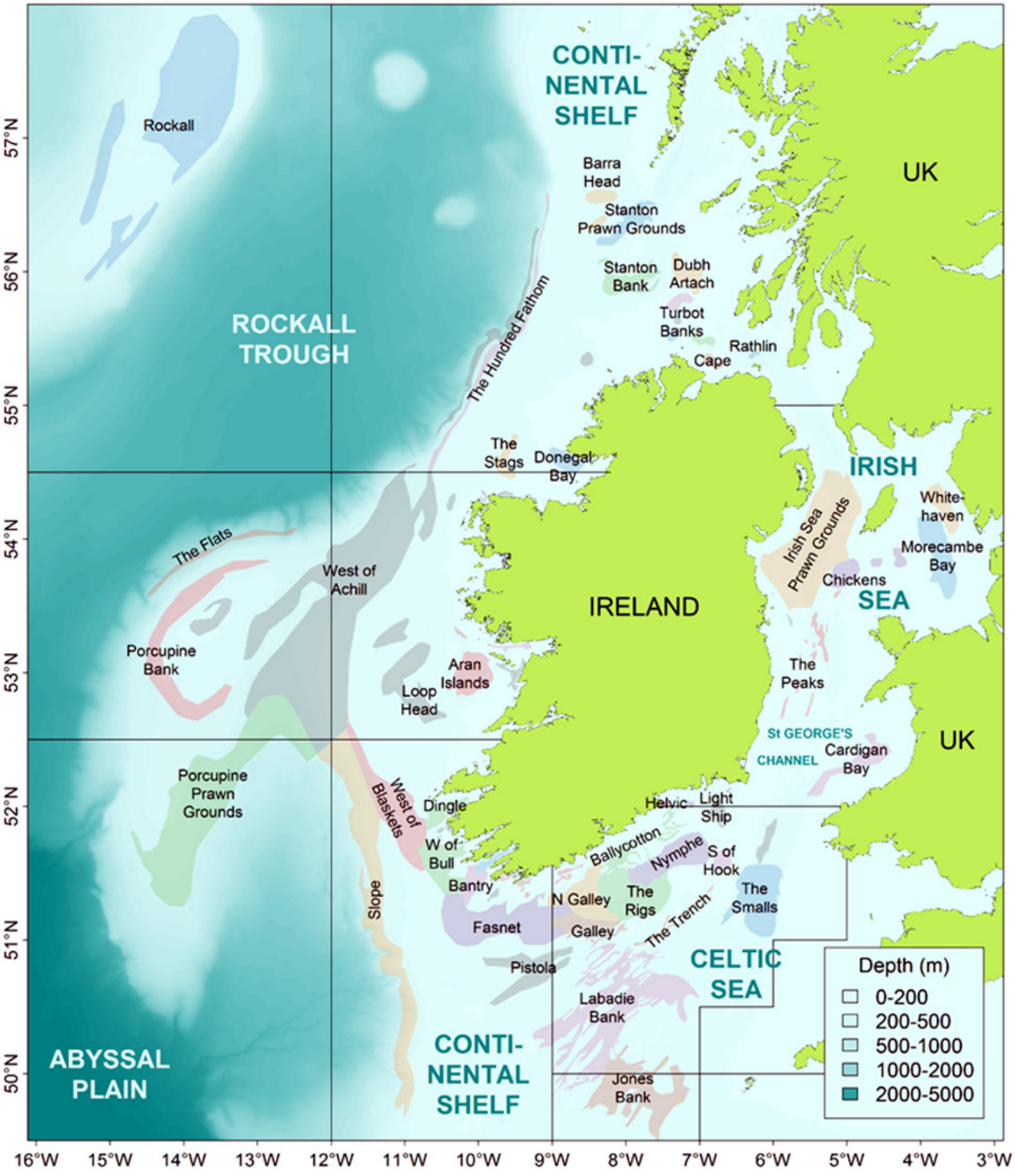


Figure 16: Map illustrating the main fishing grounds for the Irish fleet. Source: Marine Institute.

Table 3: Fuel consumption in litres by SSF, LSF and national fleet: 2022 – 2023

Category	2022	2023	% difference 2022-2023
SSF	5.5 million litres	5.1 million litres	-8%
LSF	55.6 million litres	58 million litres	4%
National fleet	61.2 million litres	63.1 million litres	3%

The Irish fishing fleet consumed over 63 million litres of vessel fuel in 2023, an increase of 3% compared to 2022. Corresponding figures for SSF and LSF were 5.1 million litres and 63.1 million litres, respectively (Table 3). LSF representing 16% of the total fleet (229 vessels) consumed 92% of total vessel fuel in 2023.

Fuel consumption in the Irish fishing fleet varies widely by gear type and vessel size. Demersal trawlers and larger beam trawlers are among the most fuel-intensive segments. Larger demersal trawlers consume over 300,000 litres per vessel annually, with fuel use per tonne landed exceeding 1,100 litres. Beam trawlers report the highest fuel use per tonne, highlighting the energy-intensive nature of these operations. In contrast, pelagic trawlers, particularly those over 40 metres, use nearly 500,000 litres per vessel but just 100 litres per tonne landed, reflecting high efficiency due to large catch volumes.

Potters and hook-and-line vessels are the most fuel-efficient. Small potters use close to 2,700 litres per vessel and 358 litres per tonne, while hook-and-line vessels show similarly low fuel demand, underscoring the efficiency of low-impact, small-scale fisheries. Dredgers fall on the other end of the spectrum, with high fuel use per tonne landed (up to 910 litres for smaller vessels), suggesting limited fuel efficiency. These differences across fleet segments point to clear priorities for decarbonisation: improving efficiency in trawl and dredge segments, while supporting the sustainability of small-scale, low-emission operations.

4.5 Economic performance of Small-Scale Fisheries (SSF)

At the national level, Ireland's inshore SSF fleet comprises all vessels under 12 metres, regardless of gear type[8]. These vessels typically operate using passive fishing gears such as pots and traps, trammel nets, gillnets, longlines, and hand lines. Many use multiple gear types during the same trip. This fleet is characterised by low energy consumption relative to landings, reflecting shorter trips and the fuel efficiency of passive gear operations.

The SSF fleet operates within 12 nautical miles of the coastline, with activity concentrated near local landing sites. Ownership structures are generally limited to individual owner-operators or small family-run enterprises. Table 4 presents the key economic indicators associated with the SSF in 2023.

8 This composition of the Irish SSF varies from that of the EU definition. At an EU level, Commission Delegated Decision (EU) 2019/910 defines the Small-Scale Coastal Fleet as "fishing carried out by fishing vessels of an overall length of less than 12 metres and not using towed gear" (as listed in Table 3 of Annex I to Commission Regulation (EC) No 26/2004).

Table 4: The economic performance of SSF in 2023

Variable	2022	2023	Percentage change
Number of active vessels	1,080	1,164	8%
FTE national	907	974	7%
Value of landings	€55.3m	€44.5m	-19%
Personnel costs	€25.7m	€15.9m	-38%
Energy costs	€7.7m	€7.1m	-7%
Repair and maintenance costs	€9.5m	€6.7m	-29%
Gross profit	€3.9m	€10.9m	180%
GVA	€32.7m	€29.8m	-9%

In 2023, the Irish SSF fleet comprised of 1,164 active under-12m vessels, accounting for 82% of the total active fleet. While this fleet represents a modest share of capacity, 7% of engine power and 25% of gross tonnage, it plays a significant socio-economic role. SSF provided 974 FTEs in 2023, or 56% of all national FTEs in the sector, supporting employment in remote and economically vulnerable coastal communities.

Despite a decline in revenue (-11%) and GVA (-9%) compared to 2022, the segment achieved a strong recovery in profitability, with gross profit rising by 180%. This increase was driven by reductions in fuel (-7%), personnel (-38%), and maintenance (-29%) costs.


MARGARET

4.5.1 Economic performance of selected SSF segments

This section presents an overview of the available economic data for 2023 for a selection of SSF segments.

	Small Scale Fleet (SSF)	Vessels using pots and/or traps 0-< 10m	Vessels using pots and/or traps 10-< 12m	Dredgers 0-< 10m	Dredgers 10-< 12m
	Number of vessels	807	90	90	52
	FTE	609	114	76	59
	Energy consumed per landed tonne	358 Ltr/T	295 Ltr/T	910 Ltr/T	714 Ltr/T
	Live weight of landings	6,038,432 Kg	4,271,766 Kg	618,921 Kg	876,994 Kg
	Value of landings	€22,052,530	€11,415,512	€3,567,020	€3,474,272
	Revenue	€32,989,333	€12,896,343	€4,702,732	€3,559,967
	Gross Value Added	€18,913,421	€4,339,888	€2,433,734	€1,657,079
	Gross profit	€10,676,619	-€932,203	€855,943	-€121,003
	Net profit	€9,012,195	-€3,338,655	€588,493	-€349,502
	Average wage per FTE	€13,518	€46,246	€20,826	€29,959
	As a % of national fleet revenue	10.2%	4.0%	1.5%	1.1%

Drift and/or fixed netters 10-< 12m	Drift and/or fixed netters 0-< 10m	Demersal trawlers and/or demersal seiners 10-< 12m	Demersal trawlers and/ or demersal seiners 0-< 10m	Vessels using hooks 0-< 10m	Vessels using hooks 10-< 12m	Total
15	59	10	17	17	7	1,164
20	45	11	20	13	6	974
280 Ltr/T	668 Ltr/T	148 Ltr/T	498 Ltr/T	508 Ltr/T	258 Ltr/T	4,635 Ltr/T
505,465 Kg	185,667 Kg	623,819 Kg	136,889 Kg	87,370 Kg	85,768 Kg	13,431,090 Kg
€1,614,627	€691,444	€929,245	€459,150	€86,418	€167,274	€44,457,491
€1,671,982	€1,442,149	€1,003,113	€860,059	€227,207	€186,504	€59,539,388
€959,472	€722,031	€264,098	€441,169	€20,656	€20,163	€29,771,710
€344,214	€172,995	€31,290	€128,734	-€89,424	-€132,177	€10,934,988
€136,502	€40,422	€11,299	€82,263	-€186,199	No data	€5,996,819
€30,851	€12,211	€20,467	€15,551	€8,478	€24,335	€22,244
0.5%	0.4%	0.3%	0.3%	0.1%	0.1%	18%

4.6 Economic performance of Large-Scale Fisheries (LSF)

In 2023, the LSF fleet in Ireland consisted of 229 active vessels, a 4% decrease from the previous year. The segment employed 769 FTE workers nationally, an 8% decline, yet it remained a major contributor to overall fleet performance. The value of landings was €241.9 million, representing a modest 2% decrease. GVA increased by 4% to reach €114.7 million, indicating solid economic output despite broader cost pressures.

LSF profitability improved substantially in 2023, with gross profit rising by 179%, driven by significant reductions in personnel costs (-21%) and energy costs (-18%). However, repair and maintenance costs rose by 10%.

LSF vessels represented 16% of the total fleet and 82% of the total revenue in 2023. Killybegs and Castletownbere remain the two largest home ports for LSF vessels. 2023 was a year of economic improvement for LSF due to decreases in some operating costs.

Table 5: The economic performance of LSF in 2023

Variable	2022	2023	% change 2022 – 2023
Number of active vessels	238	229	-4%
FTE national	838	769	-8%
Value of landings	€245.9m	€241.9m	-2%
Personnel costs	€96.4m	€76.4m	-21%
Energy costs	€55.3m	€45.3m	-18%
Repair and maintenance costs	€30.7m	€33.8m	10%
Gross profit	€13.3m	€37.1m	179%
GVA	€110.4m	€114.7m	4%


S 89
SEA SPRAY
S 135
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4.6.1 Economic performance of selected LSF segments

This section presents an overview of the available economic data for 2023 for a selection of LSF segments.

	Pelagic trawlers 40m or larger/RSW	Demersal trawlers and/ or seiners 24-< 40m	Demersal trawlers and/or seiners 18-< 24m	Pelagic trawlers 24-< 40m
Number of vessels	20	43	51	15
FTE	142	185	168	65
Energy consumed per landed tonne	100 Ltr/T	1,186 Ltr/T	1,337 Ltr/T	148 Ltr/T
Live weight of landings	99,025,907 Kg	14,922,027 Kg	11,484,950 Kg	28,422,778 Kg
Value of landings	€79,222,077	€49,666,237	€44,887,623	€21,826,205
Revenue	€88,918,227	€52,616,183	€47,605,674	€25,997,001
Gross Value Added (GVA)	€49,631,173	€17,546,706	€15,442,611	€12,957,364
Gross profit	€24,858,615	€1,991,799	€1,338,692	€3,028,496
Net profit	€2,547,021	-€4,304,653	-€3,258,255	-€4,337,354
Average wage per FTE	€174,455	€84,004	€83,751	€153,712
As a % of national fleet revenue	27.5%	16.3%	14.7%	8.0%

Vessels using Pots and/or traps 12-< 18m	Dredgers 24-< 40m	Beam trawlers 24-< 40m	Drift and/or fixed netters 0-< 10m	Demersal trawlers and/ or seiners 12-< 18m	Pelagic trawlers 12-< 18m	Total
33	7	13	18	21	8	229
76	18	20	56	29	9	769
347 Ltr/T	401 Ltr/T	1,765 Ltr/T	585 Ltr/T	556 Ltr/T	62 Ltr/T	6,489 Lt/T
4,764,856 Kg	5,860,515 Kg	2,345,977 Kg	1,998,052 Kg	2,490,085 Kg	1,593,227 Kg	172,908,372 Kg
€14,241,018	€13,548,932	€8,068,637	€5,244,427	€4,702,104	€537,871	€241,945,131
€15,011,961	€13,751,591	€8,098,888	€6,000,535	€5,476,390	€542,234	€264,018,685
€5,452,884	€8,824,382	€728,069	€2,632,230	€1,307,428	€167,905	€114,690,751
€1,308,751	€6,616,330	-€1,535,055	€655,647	-€1,016,639	-€155,506	€37,091,130
-€1,273,147	€5,849,152	-€2,217,202	€65,100	-€3,132,292	-€244,219	-€10,305,848
€54,271	€120,461	€113,554	€35,499	€80,874	€34,515	€93,510
4.6%	4.3%	2.5%	1.9%	1.7%	0.2%	82%

5 North Western Waters regional context

In 2023, the total number of active vessels in the EU fishing fleet was 53,620. These vessels typically operate in distinct regions: North Sea and Eastern Arctic, Baltic Sea, North Western Waters, Southern Western Waters, Mediterranean Sea, Black Sea, and the EU Outermost regions.[9]

For Irish vessels, the majority of their fishing takes place in the North Western Waters (NWW) which covers the Atlantic ICES areas 6 and 7. EU vessels operating in this region include the Irish Sea (ICES area VIIa), the Celtic Sea and West of Scotland (ICES areas VIa, VIb and VII, except d, e, and a), and the English Channel (ICES areas VIId and e).

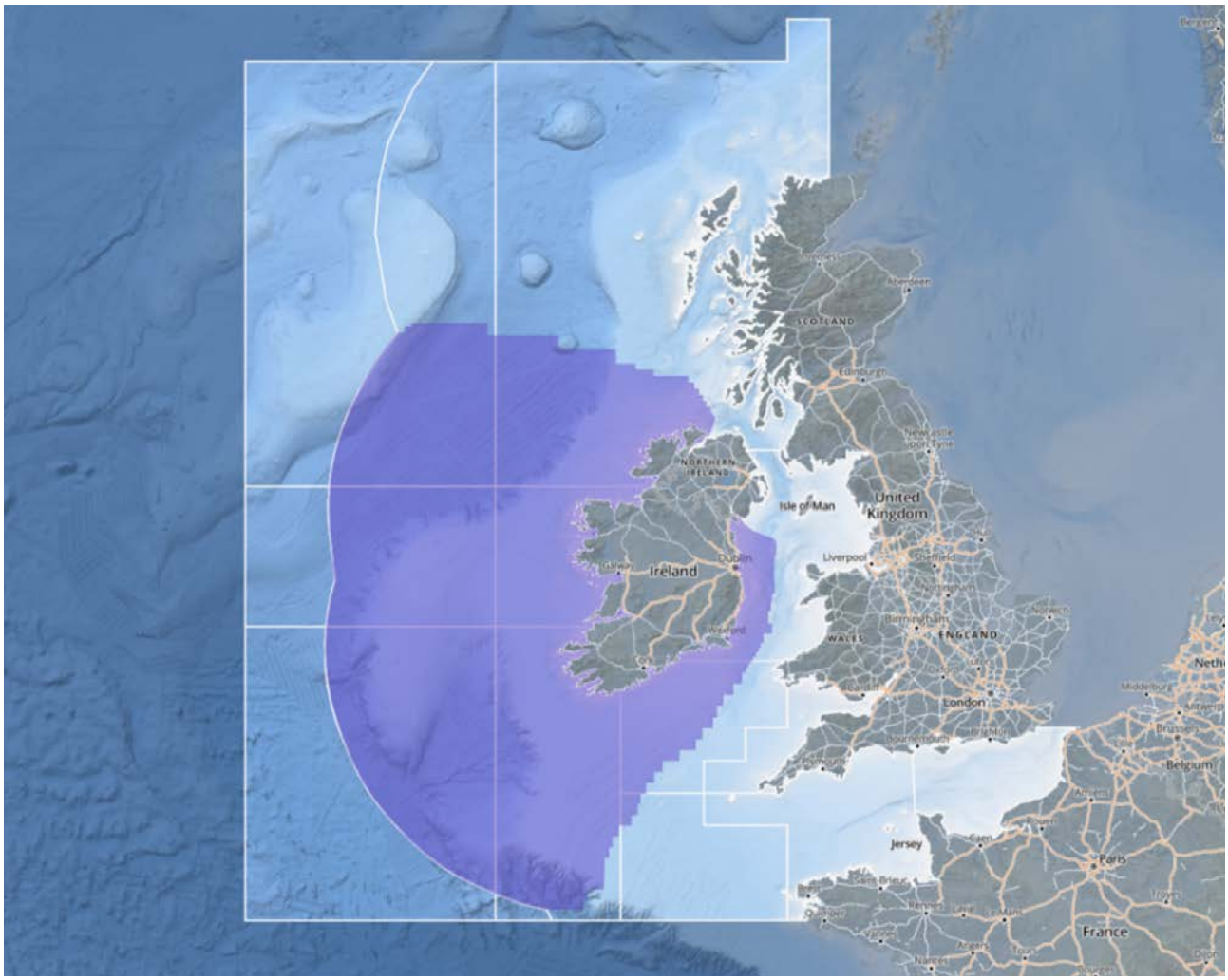


Figure 17: Map of the EU's North Western Waters fishing region. White boundary lines indicate ICES regions, purple shading indicates the Irish EEZ. Source: North Western Waters Advisory Council (AC) Map.

9 The EU's outermost fishing regions are nine regions geographically distant from mainland Europe. These regions benefit from specific provisions under the CFP and other EU policies due to their unique challenges and opportunities related to remoteness, insularity, and dependence on the sea. French Outermost Regions: French Guiana, Guadeloupe, Martinique, Mayotte, Réunion Island, and Saint-Martin; Portuguese Outermost Regions: Azores and Madeira; Spanish Outermost Region: Canary Islands.

Table 6: Number of vessels by key Member States operating in the NWW: 2015-2023

Member State	2015	2016	2017	2018	2019	2020	2021	2022	2023
Belgium	30	26	26	26	26	28	32	34	32
Spain	80	62	60	72	68	67	56	61	52
France	1,365	1,315	1,315	1,287	1,299	1,290	1,310	1,305	1,261
Ireland	1,072	1,167	1,100	1,114	1,126	950	1,023	1,056	1,373
Other Member States	19	20	20	24	26	24	26	28	25
NWW Total	**2,566**	**2,590**	**2,521**	**2,523**	**2,545**	**2,359**	**2,447**	**2,484**	**2,743**

Historically, 11 Member States have fished in the NWW, including Belgium, Denmark, France, Germany, Ireland, Lithuania, the Netherlands, Portugal, Spain, Sweden and up until 2021, the United Kingdom (UK). In 2023, nine Member States operated in the region, Belgium, Denmark, France, Germany, Ireland, Lithuania, the Netherlands, Portugal, and Spain. The main fleets were from Ireland and France, followed by Spain, and Belgium. The other Member States conducted only a minor part of their overall fishing activity in the NWW.

The nine Member States fleets operating in the NWW in 2023 collectively numbered over 2,743 vessels in 2023, an increase of 10% from 2022. The French and Irish fleets combined contributed 96% of the total of vessels in (2,634). Ireland, with 1,373 active vessels (1,163 SSF and 209 LSF) in 2023 had the largest fleet by vessel count in 2023, followed by France with 1,261 vessels (875 SSF and 386 LSF). The number of vessels in the region has remained relatively stable in the last decade when excluding the UK over the entire time series (Table 6).

5.1 Ireland's dependency on the region: landings and fishing effort

The total landings in weight increased by 15% to 777,800 tonnes in 2023 compared to 2022. This represents the highest weight by landings in the past decade and a 9% increase from the lowest observed landings by weight in the time series in 2020 (686,500 tonnes; Figure 18).

In 2023, there was a slight increase of 1% in the value of landings by the NWW fleet bringing the total value to €1.14 billion. This represents the highest value of landings over the last decade (Figure 19) and a 14% increase from the lowest observed landings by value in 2020 (€999 million). The minor players in the region experienced increases in value of landings in 2023: Lithuania (207%), Portugal (30%), Denmark, (20%) Germany (20%), the Netherlands (2%). Conversely, the four Member States that are more dependent on the region experienced decreases: Belgium (-11%), France (-8%), Spain (-4%) and Ireland (-1%) related to decreases in TAC and quotas.

Based on the value of landings, the Irish and French fleets had the highest level of landings in the NWW (Table 7) in 2023. However, with a geographically central location, Ireland has an unmatched dependency on the region with 90% of total landed value coming from the region, the highest among all other Member States. Almost all of Ireland's fishing activity occurs in the NWW, unlike France, which splits its effort among the NWW, South Western Waters, the Mediterranean and the North Sea.

A total of 99% of Ireland's fishing effort, expressed as Days at Sea (DaS), is in the NWW, far exceeding Belgium (60%) and France (31%). In addition, Ireland has the highest share of landed weight (91%) and value (90%) from the NWW. In 2023, the small Belgian fleet (32 vessels) had the next highest share of landed value (69%) of high value species such as sole, overtaking the French fleet (42%) for the first time. Spain had the lowest share of landed value of all Member States in the NWW in 2023 (5%).

Table 7: Importance of the key NWW Member States fleets in terms of Days at Sea (DaS), landings by weight and value 2023

Member State	Days at sea (DaS)	% DaS in NWW	Landings by value in NWW	% Landed value in NWW	Landings by weight in NWW	% Landed weight in NWW
Ireland	221,577	99%	€258 million	90%	170,000 tonnes	91%
France	159,796	31%	€553.9 million	42%	233,700 tonnes	49%
Spain	13,457	2%	€89.4 million	5%	27,600 tonnes	4%
Belgium	7,302	60%	€61.1 million	69%	11,500 tonnes	66%

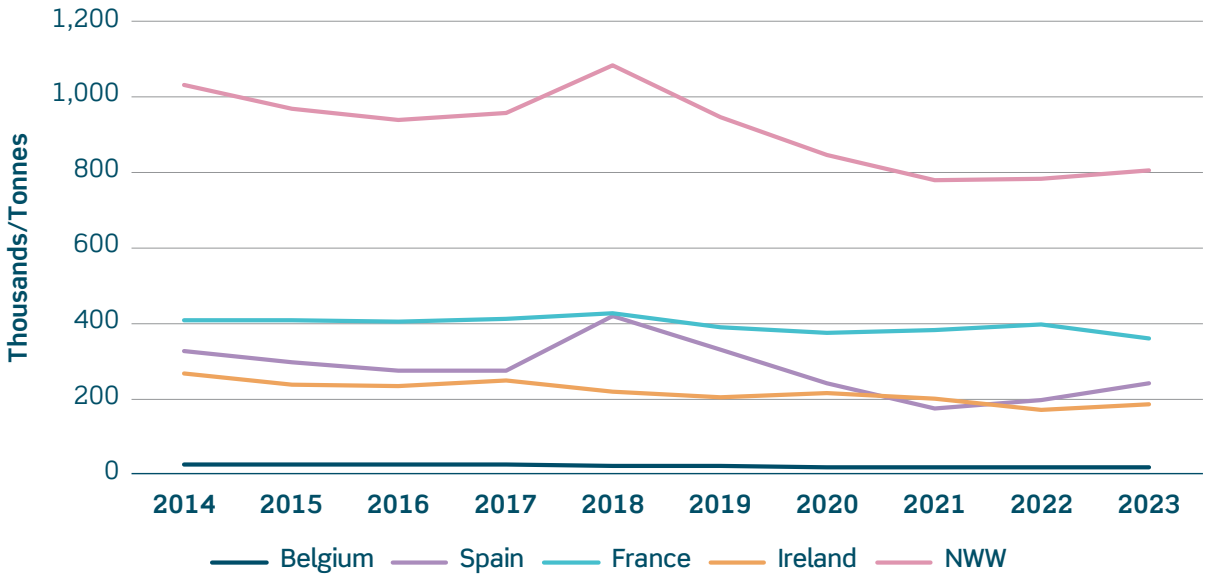


Figure 18: Landings by weight from the key Member States operating in the NWW: 2014 – 2023.

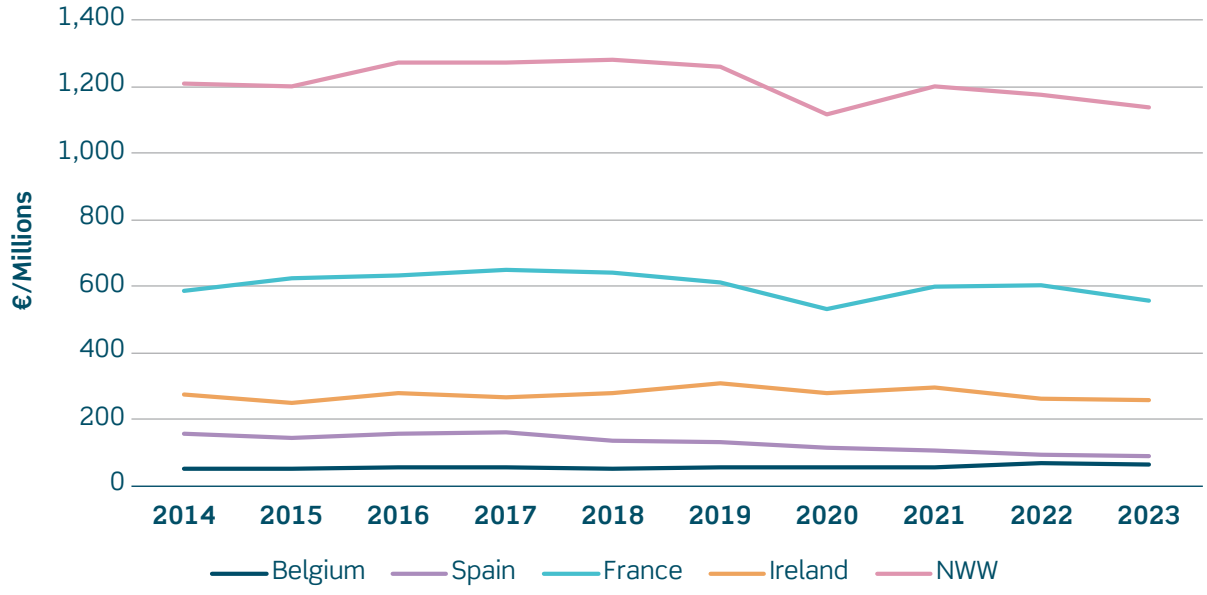


Figure 19: Landings by value from the key Member States operating in the NWW: 2014 – 2023.

In 2023, the two main species landed in terms of weight by the NWW fleet were small pelagic species including blue whiting (337,300 tonnes), and mackerel (67,500 tonnes) representing 52% of all landings by weight in the region and 18% of the landing values. The top 10 species in value included scallop and hake (these two combined represented 21% of total value) and a range of other pelagic species (landed in large quantities by weight) such as mackerel, blue whiting, as well as other species with high price values: *Nephrops*, lobster, monkfish, common sole, whelk, and cuttlefish.

The success of the NWW fleets largely depends on the availability and market price of key species, which is influenced by TACs and quotas, The availability of top species, through TACs, quotas, and fish market prices, are key drivers for the performance of the NWW fleets (Figures 18 and 19).

More so than all other Member States, Ireland's economic outcomes are tightly linked to TAC setting in the NWW, especially for key species like *Nephrops* (€50.8 million) and mackerel (€62 million), which represent over 50% of Irish LSF landing value. In terms of the share in landed values of non-quota species, Ireland dominates brown crab (€14 million), while France dominates scallop (€79.7 million compared to €13.5 million for Ireland) and whelk (€29.3 million compared to €7.5 million for Ireland) landings by value.

Ireland and France (with a combined total of €109.4 million) dominate mackerel landing values. Spain (€45.7 million) and France (€40.1 million) dominate the landed value of hake, compared to €9.6 million for Ireland. Similarly, Belgium (€36.3 million) and to a lesser extent France (€15.3 million) benefit most from common sole, compared to Ireland's €25,600 landed value.

5.2 Employment in the region: Ireland's contribution

Total employment in the NWW region in 2023 was estimated at 7,773 with the number of FTE employees at 5,450, a decrease of -5% in terms of FTE from 2022. The most important fleets in terms of overall employment correlate to those fisheries that have the highest dependency on the NWW area. FTE trends are presented in Figure 20.

In 2023, France had the highest level of total employment with 2,360 FTE, followed by Ireland with 1,659 FTE, and Spain with 900 FTE. These three Member States combined, represented 90% of all FTE employees and 93% of the total employment in the region in 2023.

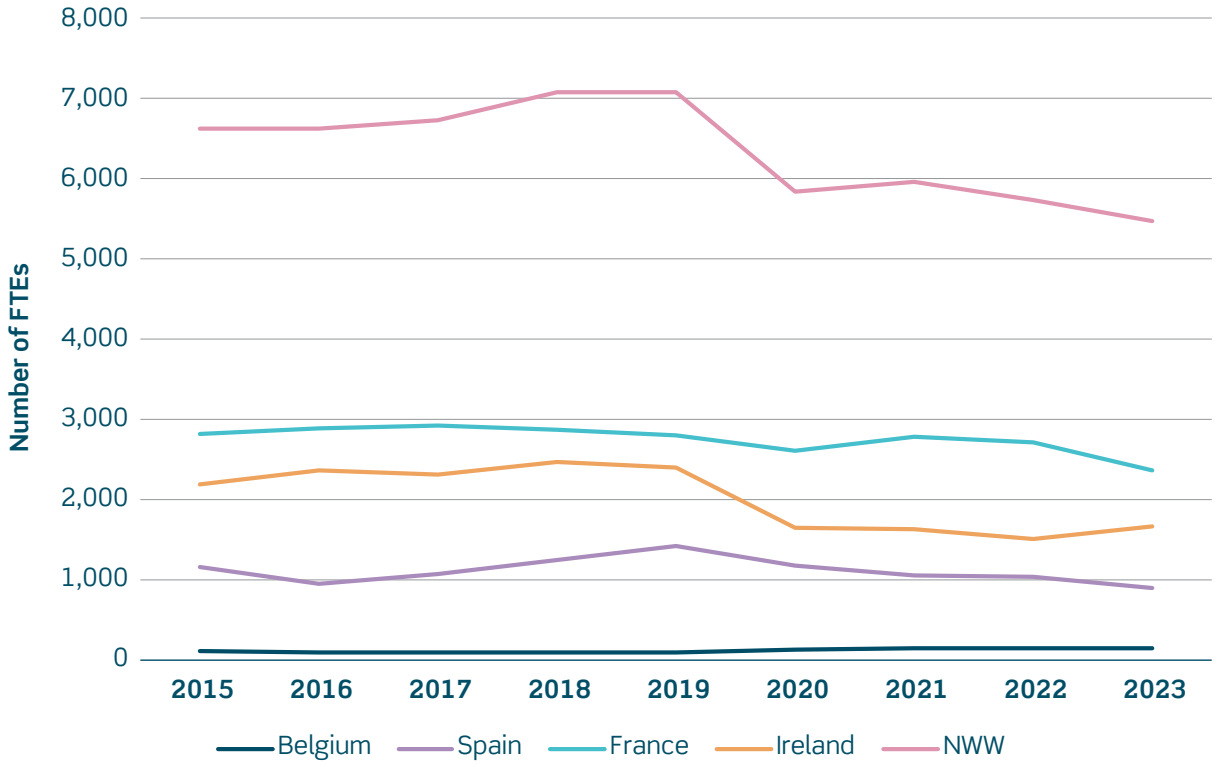


Figure 20: Distribution of FTEs by key Member States in the NWW: 2015-2023.

5.3 Economic performance in the region: Ireland's contribution

In 2023, the NWW fleet generated €1.21 billion in total revenue, representing 17% of the overall EU fleet's income. While this marked a modest 2% decline from 2022, the region remains economically critical, especially for Ireland, whose fleet is the most dependent on the NWW across all Member States. Trends in revenue for the key Member States operating in the NWW are presented in Figure 21.

Despite the overall challenges, Ireland stood out as one of only six Member States to register a revenue increase from 2022 to 2023 (1%), outperforming larger economies such as France (-7%), Spain (-13%), and Belgium (-8%). GVA was estimated at €595.7 million, representing an increase of 3.5% compared to the previous year and down -25% from a peak of €790 million in 2016. Ireland and France together accounted for 70% of the NWW's total GVA (€414.6 million). The NWW fleet achieved a gross profit of €179.3 million, a significant increase of 51% compared to 2022 (€119.1 million). Ireland and France contributed 58% of all gross profits (€104.3 million). Within this, Ireland contributed €48 million in gross profit, a significant 179% increase from 2022, even as total revenue held steady at €323.6 million.

In 2023, the NWW fleet continued to struggle with net profitability, recording a net loss of €17.6 million. While this was a significant improvement on the -€90.2 million recorded in 2022 (an 80% reduction in net losses), it reflects the persistent fragility in the region's overall economic balance. Despite this, Ireland's performance contributed positively to stabilising the region.

The net profit for the Irish fleet rose significantly from -€44.6 million in 2022 to -€5.3 million in 2023, an 88% improvement, the highest net positive change in recorded across all Member States in the region. By contrast, other key Member States continued to face substantial net losses in 2023 including, France (-€9 million), Belgium (-€7 million), and Spain (-€4.6 million).

Ireland's relative performance reflects stronger cost containment and operational adjustments including the recent decommissioning scheme. It also positioned the Irish fleet as the principal stabilising force within an otherwise underperforming regional economy.

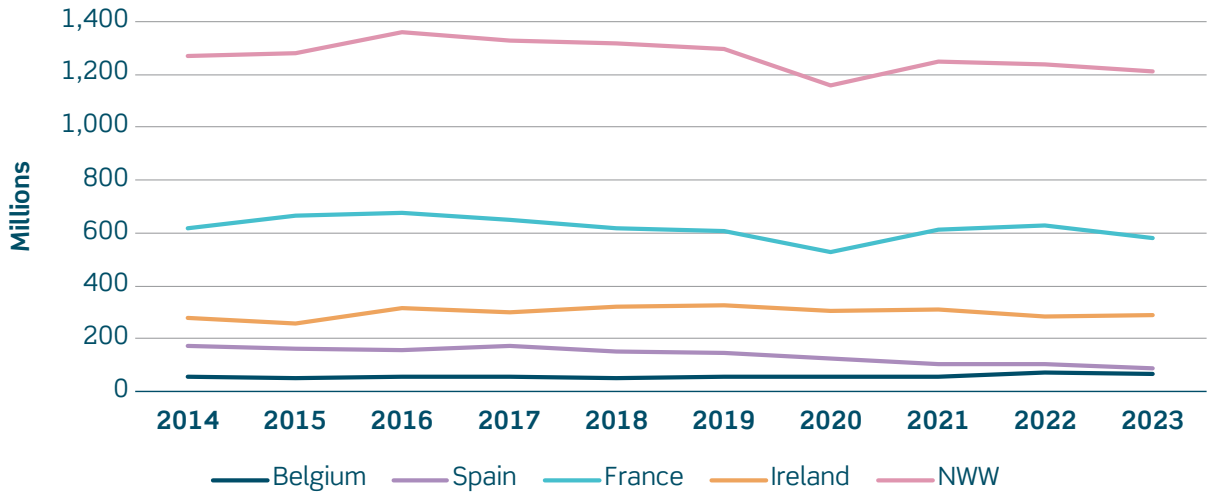


Figure 21: Revenue from the key Member States operating in the NWW: 2014 –2023.

6 Industry feedback: key drivers impacting industry and driving performance

This section summarises the key challenges facing the sector based on survey responses collected from industry between October 2024 to January 2025. The findings indicate that economic factors dominate the challenges faced by the sector, particularly operational costs, fuel prices, quotas, and market conditions characterised by volatile fish prices.

6.1 Operating costs and fuel prices

In 2023, Ireland experienced an annual average rate of inflation of 6.3%. This was a decrease from the 7.8% increase in 2022 and a significant rise from the 2.4% increase in 2021. The Consumer Price Index (CPI) dropped steadily over the course of 2023, from a high of 8.5% in February to 3.9% in November (Central Statistics Office, 2023). Subsequently, while 2023 brought more stability as fuel prices eased, the performance of the national fleet is yet to return to pre-pandemic levels.

A dominant concern across the responses to the National Seafood Survey relates to the increasing cost of operations. This includes rising fuel prices, maintenance expenses, and the cost of essential gear and equipment. The word "costs" appeared with the highest frequency, highlighting the importance of this issue. Vessel owners reported that these rising expenses are squeezing already narrow profit margins, particularly for the smaller inshore vessels, who lack the economies of scale available to larger operators.

Oil prices are a significant driver for the sector as they depend on the interaction between supply and demand in international markets. Since 2015, fuel prices have fluctuated significantly due to global economic and geopolitical events. Prices were stable between 2015 and 2019, ranging between €0.35 and €0.55 per litre. In 2020, however, fuel prices dropped sharply, reaching as low as €0.27 per litre in April, driven by the collapse in global demand caused by the COVID-19 crisis.

This trend reversed dramatically following the Russian invasion of Ukraine in February 2022, which triggered a surge in global fuel prices. Between 2021 and 2022, the average annual fuel price rose by 68%, from €0.45 to €0.76 per litre, placing intense financial pressure on fishing fleets and contributing to operational losses. In March and June 2022, prices peaked at €0.94 and €1.18 per litre, respectively, the highest in the entire 2015–2025 period (Figure 22).

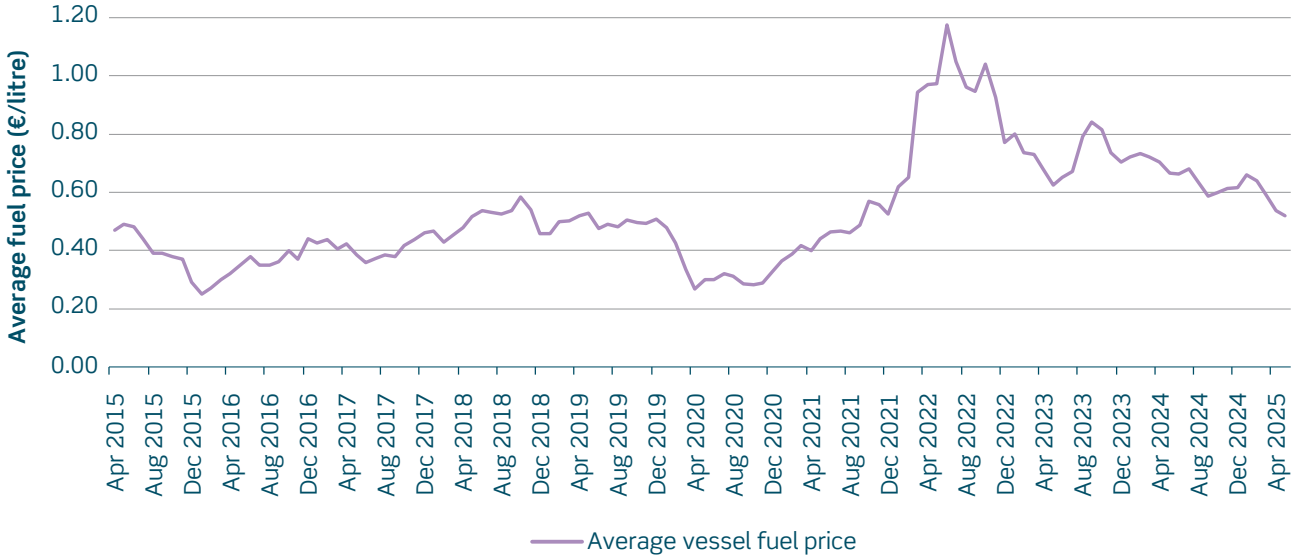


Figure 22: Trends in average vessel fuel prices in Ireland: April 2015–April 2025. Source: industry data.

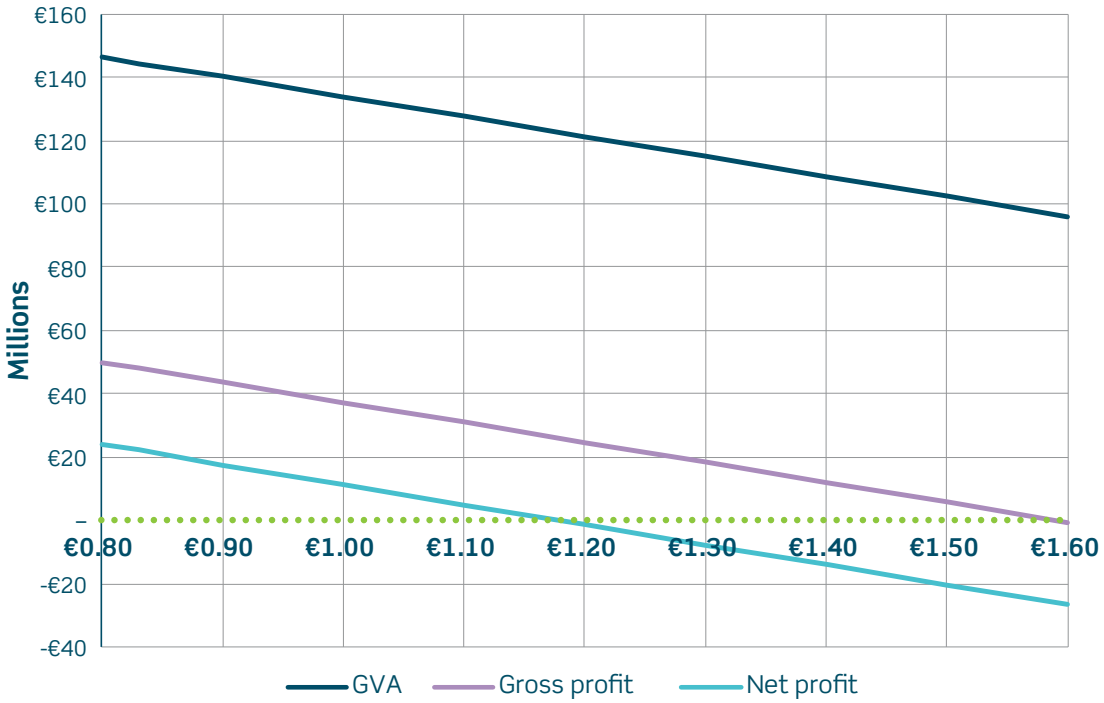


Figure 23: Fuel price point at which GVA, gross profit, and net profit cross into a negative value[10].

Prices began to moderate in 2023 but remained volatile. By the end of 2023, monthly prices had fallen back to around €0.70 to €0.80. In 2024 and early 2025, prices continued a slow downward trend, reaching €0.52 per litre by May 2025, levels not seen since mid-2019. Despite this recent easing, fuel prices remain higher than during the pre-COVID years (€0.40 – €0.50), and uncertainty around global energy markets continues to challenge fleet profitability. In June 2025, global oil prices jumped more than 7% after Israel launched widescale strikes against Iran, sparking Iranian retaliation and raising worries about disrupted oil supplies[11]. This increase was the largest since Russia's invasion of Ukraine caused a spike in energy prices in 2022. It remains to be seen what potential impact this may have on vessel fuel prices in the second half of 2025. Based on data collected through the National Seafood Survey and industry sources, Figure 23 examines the sensitivity of key economic indicators (GVA, gross profit, and net profit) to changes in marine fuel prices. It models the effect of rising fuel prices across a range from €0.80 to €1.60 per litre, using aggregated sector data. The average fuel price for 2023 was €0.83/litre and is used as a reference point.

The results are presented as three linear trend lines, each showing the relationship between fuel price and the respective economic metric. As fuel prices increase, each measure declines due to the rising share of energy costs in operating expenses. GVA declines steadily but remains positive throughout, while gross profit and especially net profit become negative at higher price levels, reflecting reduced financial margins.

The Break Even Revenue (BER) price illustrates sector vulnerability:

- Net profit BER: €1.16/litre
- Gross profit BER: €1.61/litre
- GVA BER: Not reached within the range analysed, indicating the sector continues to generate positive value-added even at the highest modelled fuel cost.

These findings show that while the fleet continues to contribute to economic output (i.e., GVA) under increasing fuel costs, profitability, and importantly net profit can erode quickly.

10 Each of these metrics captures a different aspect of economic resilience. GVA Break Even Revenue (BER) is the most generous benchmark, as it does not deduct for crew remuneration, unpaid labour, or depreciation. It reflects the broader economic value generated by the fleet, including returns to labour and capital, and is used to assess overall contribution to the economy. Gross profit BER deducts crew and unpaid labour costs, offering a stricter view focused on the surplus remaining after labour inputs. It is commonly used to assess short-term business sustainability. Net profit BER includes depreciation, making it the most restrictive measure. It reflects true financial profitability after accounting for the replacement of capital assets and is key for assessing long-term viability.

11 https://www.reuters.com/world/china/oil-prices-jump-more-than-4-after-israel-strikes-iran-2025-06-13/

> There are major increases in price for fuel and equipment to the boat while the price of fish stays stagnant. In contrast, the consumer prices have risen significantly.

> Rising running, insurance, and fuel costs as well as increased transport and exports costs make it difficult to run successfully.

> Increasing fuel costs in addition to TAC and lack of quota is presenting the industry with huge obstacles in maintaining sustainability going forward. Access to market is also an ongoing problem.

6.2 Quotas

Another critical issue highlighted by many respondents in the National Seafood Survey is the availability and allocation of fishing quotas. Terms like "quota" and "lack" frequently co-occurred, reflecting frustration from industry on what is perceived as insufficient quota availability to sustain viable fishing operations. Several responses mentioned that quota reductions have not only made planning more difficult but have also impacted the morale of vessel owners and crew, and the overall stability of their business models.

The introduction of quotas into European fisheries management began in 1982. Since then, Ireland's annual quota allocation has experienced considerable fluctuation, ranging from lows of 162,000 tonnes in 1996 and 142,000 tonnes in 2010, to highs of 262,000 tonnes in 1997 and 314,000 tonnes in 2014. These fluctuations have primarily been driven by variations in pelagic stock quotas, notably for species such as mackerel, blue whiting, horse mackerel, and boarfish. In contrast, quotas for demersal stocks across Ireland's sea basins have remained stable since 2000, consistently averaging approximately 35,000 tonnes annually (BIM, 2024).

In 2023, Ireland's TAC allocation across all stocks represented a 3% increase compared to 2022, amounting to 164,990 tonnes. Despite this increase, the estimated value of this quota declined by 2% to €210 million.

Several key stocks experienced notable changes in their quotas for 2023:

- Mackerel decreased by 15% to 52,385 tonnes, following a 10% reduction between 2021 and 2022.
- Horse Mackerel decreased by 44% to 3,213 tonnes.
- Blue Whiting: increased by 70% to 48,761 tonnes.
- Monkfish increased by 10% to 3,283 tonnes.
- *Nephrops* increased by 6% to 6,027 tonnes.

In 2024, quota changes significantly shaped fleet performance, with total landings rising 11% to 207,000 tonnes, while overall value fell 12% to €251 million due to increased quotas for lower-value pelagic species like blue whiting (+23%) and boarfish (+20%), and a 9% cut in the higher-value mackerel quota. Demersal quotas saw modest overall growth, though sharp reductions were recorded for key species in the Celtic Sea.

For 2025, major quota cuts in mackerel and blue whiting are expected, but a substantial increase in the horse mackerel quota will help stabilise the pelagic sector, while quota gains in Area VI offer a more positive outlook for demersal fisheries in the northwest.

The volatility in mackerel quota levels underscores the sector's exposure to fluctuations in stock abundance and highlights the importance of adaptive and sustainable fisheries management strategies.

> We have insufficient quota for a vessel of this size to survive; this combined with fluctuating fuel costs and high running costs are proving difficult to remain a viable business.

> The main issue facing the sector is the lack of quota. It is very difficult to pay crew a decent amount and to pay for fuel and all the other expenses involved in running and maintaining a fishing vessel on the we are allowed. The price of fuel is severely eating into our earnings.

Ireland's approach to quota management is distinctive among EU Member States. Quota is treated as a public resource and is administered in a manner that avoids conferring permanent property rights to individual operators. This policy has been instrumental in preventing the consolidation of quota ownership among large, capital-rich fishing enterprises.

Maintaining quota as a public asset ensures the continued distribution of fishing opportunities across a broad and diverse fleet. This in turn sustains a strong economic link between fishing activity and Ireland's coastal communities. Any shift toward the privatisation or consolidation of quota rights would risk severing this connection, potentially undermining the socio-economic fabric of communities that are heavily dependent on the fishing industry and where alternative sources of employment and economic development are limited.

As a result of this long-standing policy, Ireland continues to support a balanced and regionally dispersed fleet structure. This includes a range of vessel sizes and types that contribute meaningfully to local economies, ensuring that fishing remains a cornerstone of employment and socio-economic resilience in coastal regions.

6.3 Market conditions

Market-related challenges, including fluctuating fish prices, competition, and supply chain disruptions, were also prominent concerns reported in the National Seafood Survey. Respondents mentioned difficulties in securing stable market prices for their catch, as well as competition from international fisheries, which affects profitability. In 2023, the Irish fishing sector experienced significant price volatility across a range of key species. Despite some isolated gains, the overall average price for landed species fell by 21%, reflecting broader economic pressures and market instability.

For quota-managed stocks, pelagic species had a particularly notable impact on overall income due to the large volumes landed under Ireland's pelagic TAC allocations. According to data from the SFPA, the average price of mackerel, which accounted for 27% of the total value of Irish landings in 2023, increased sharply by 61%, rising from €0.94/kg in 2022 to €1.51/kg in 2023. Blue whiting prices rose marginally by 2%, from €0.27/kg to €0.28/kg.

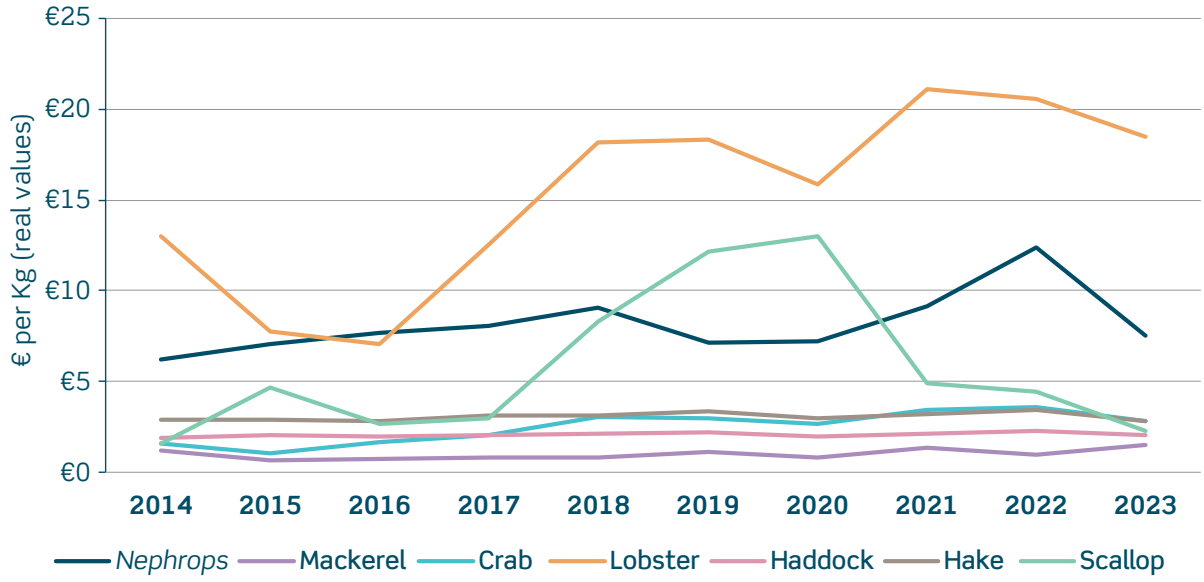


Figure 24: Average landed prices (real) for main species: 2014 – 2023. Data source: SFPA.

In contrast, several high-value demersal species recorded significant price declines:

- *Nephrops* (27% of total landing value) experienced a 39% drop, from €12.36/kg to €7.55/kg.
- Haddock prices fell by 10%, from €2.27/kg to €2.02/kg.
- Hake decreased by 19%, from €3.47/kg to €2.80/kg.

Non-quota species, many of which are landed by Ireland's SSF, also experienced notable price reductions:

- Scallop prices declined sharply by 48%, from €4.42/kg to €2.31/kg.
- Brown crab prices dropped by 22%, from €3.60/kg to €2.81/kg.
- Lobster, one of the highest-value species in the SSF sector, saw a 10% decline from €20.60/kg to €18.49/kg.

These price shifts, particularly the decline in high-value demersal and SSF-targeted non-quota species, present significant challenges for fleet profitability and the economic viability of many fleet segments. The variance in pricing trends between pelagic and demersal species also underscores the varying levels of resilience across fleet segments and the importance of maintaining a diverse, adaptable fishing sector.

> The key challenges are poor markets for shellfish and whitefish and poor demand for fish. Fish prices are all over the place.

> There was a significant drop in shellfish prices in mid-2023 combined with rising operating costs, this really hit us.

> In 2023, while fuel was reasonably priced, the main issue in my fishery was the price that the boats got for shellfish and white fish.

7 Sentinel Vessel Programme: summary of 2024

This section provides an overview of the Sentinel Vessel Programme for 2024[12] a joint project implemented by the Marine Institute and BIM on an annual basis since 2010 to address data gaps in Ireland's inshore fisheries.

High-quality fisheries data is typically available for species managed under quota systems. However, prior to the establishment of the Sentinel Vessel Programme, there was a significant data deficit for non-quota species targeted by Ireland's small-scale fishing vessels. This lack of information hampered effective monitoring and management of inshore fisheries, particularly for vessels under 12 metres in length. The programme was developed to address this gap.

The programme recruits a representative sample of vessels across various gear types and length categories, focusing on the inshore fleet operating around the Irish coast. These vessels constitute most of the pot-fishing sector targeting species such as crab, lobster, shrimp, and whelk, and operate gillnets, jiggers, and longlines for finfish. Participants are selected to ensure broad coverage of fishing activity by gear, species, and region. The sample group is reviewed annually to maintain its representativeness of the wider small-scale fleet.

Each year, logbooks are issued in January and collected in December. These logbooks capture detailed daily data on target species, fishing effort, landings, and market prices, as well as weekly data on catch composition (e.g., length measurements) and discards. The Marine Institute validates and processes the data, while vessel owners receive annual compensation for their participation. In addition, participants are required to submit economic and employment data through the National Seafood Survey, administered by BIM.

The Sentinel Vessel Programme generates a unique and valuable dataset on both shellfish and finfish species not typically covered by commercial quota-based systems. It provides insights into fishing effort, spatial distribution, discard rates, and operational details such as bait usage, crew numbers, fuel consumption, and working hours. Notably, the length-frequency data for key species like lobster and brown crab support improved understanding of size structures and inform sustainable management practices.

To enhance accessibility and utility of the data, the Marine Institute has developed the Shellfish Fisheries App, which presents geospatial insights derived from Sentinel Vessel Programme data alongside outputs from at-sea surveys and observer programmes

In 2024, there were 71 participants in the Sentinel Vessel Programme from 12 coastal counties (Figure 24). In terms of national segments, 61 were Polyvalent under-18m, nine were Polyvalent (Potting) and one was Specific (General). Based on the information provided as part of the National Seafood Survey, 70% of the participants have vessel crews of one person. 88% have between one and three crew members. In 2023, the average age of a skipper was 55, while the average age of a crew member on a vessel participating in the Sentinel Vessel Programme was 42. The average days at sea per year was 106 and the average hours worked per day was 10.

12 A more comprehensive report of the biological data collected under this programme is published annually by the Marine Institute and BIM in the Shellfish Stocks and Fisheries Review. The most recent publication is the Shellfish Stocks and Fisheries Review 2024.

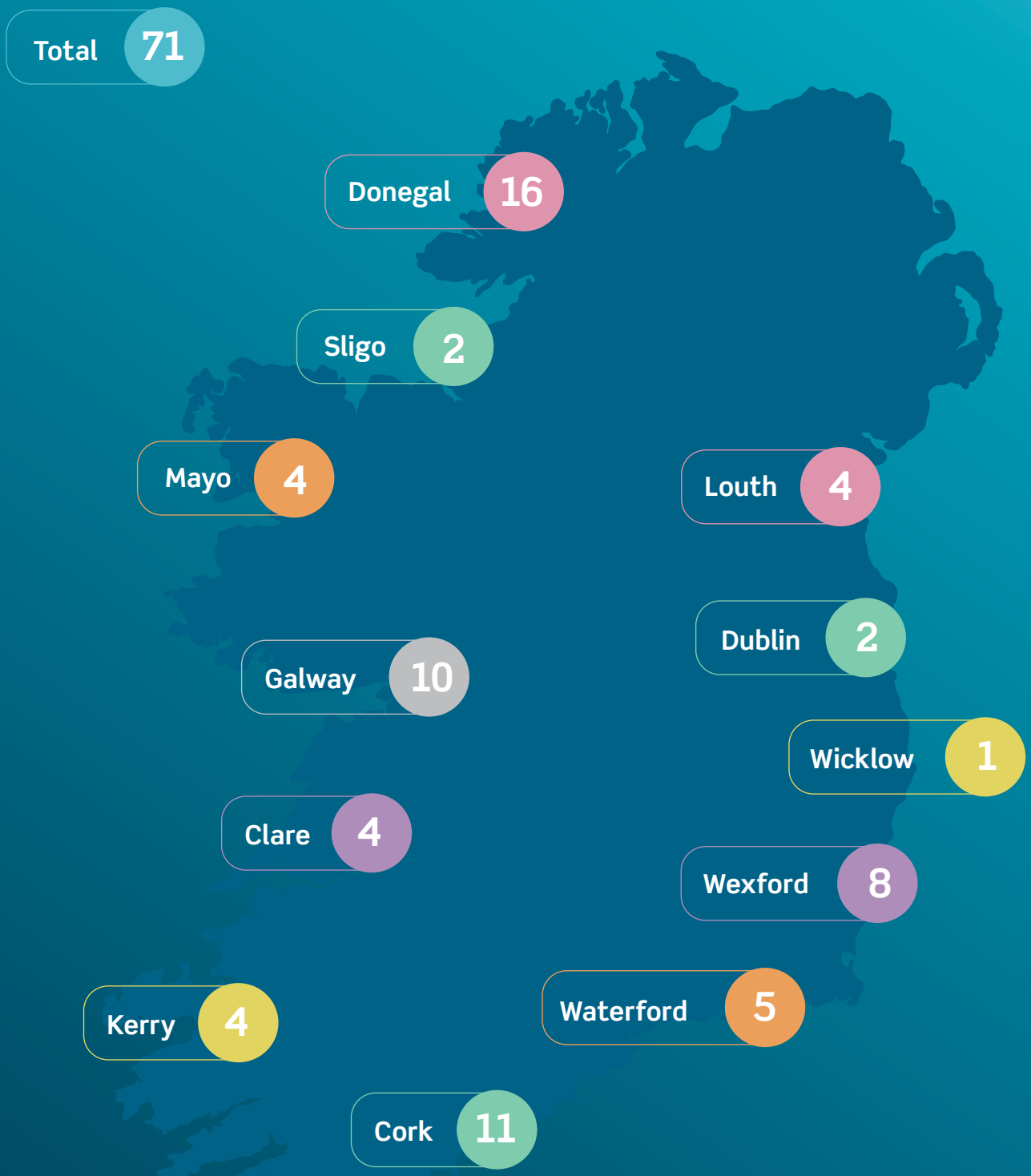
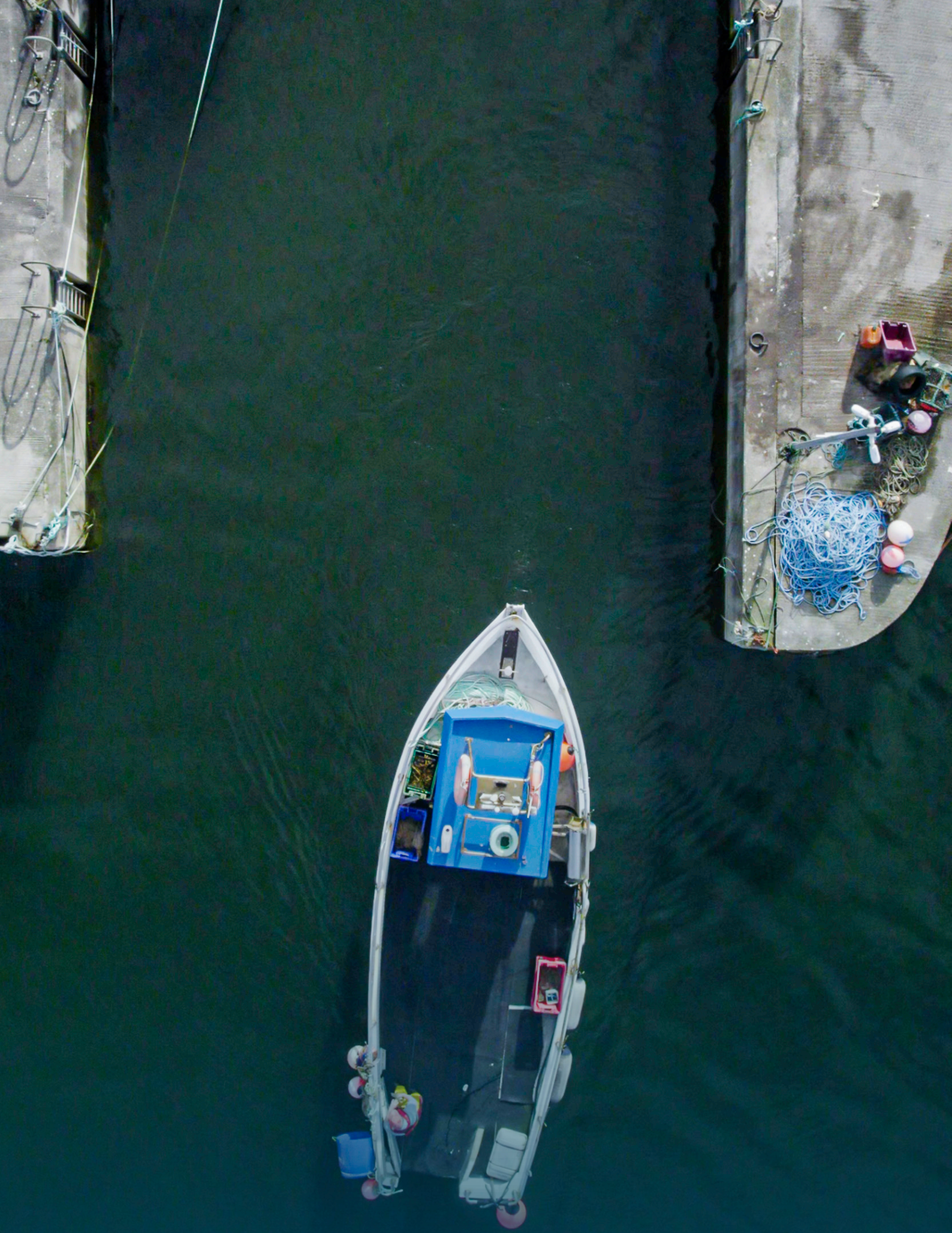


Figure 24: Map showing geographic distribution of the vessels in the Sentinel Vessel Programme 2024.



8 Outlook for economic performance: 2024-2025

This section summarises the expected performance of the Irish fleet in 2024 and 2025 based on nowcasting[13] models and preliminary data, where available. Estimations for 2024 based on preliminary data, demonstrate a deteriorating economic performance compared to 2023 with an expected decreased in gross profit combined with a decrease in revenue. This is primarily driven by fluctuations in fish prices and the ongoing impact of reduced quotas linked to Brexit and reduced scientific advice for total quotas.

In 2024, the 11% increase in landed weight was offset by low fish prices for certain key species, resulting in a -12% decrease in value. Although the key demersal fleet segments (18-24m and 24-40m) have shown improved economic performance post-2023, aided by capacity adjustments from the decommissioning scheme, the key Irish pelagic segment (RSW) has experienced a decline in economic performance.

Data projections for 2024 indicate decreasing revenue (-12%) to €286 million and GVA is predicted to decrease (-16%) to €121.7 million. In addition, gross profit in 2024 is predicted to decrease (-25%) from €48 million compared to €36 million. It is important to note that these figures do not include operating subsidies financed through BAR or EMFAF.

Nowcast for 2025 suggest an overall higher economic performance compared to 2024 driven by a reduction in operating costs despite a predicted decrease in landings by weight and value compared to 2024. The upward trend of the demersal fleet segments from 2024 is likely to continue in 2025. In terms of economic indicators, revenue is predicted to increase marginally (1%) combined with increases in GVA (4%) and gross profit (14%).

Current projections and underlying trends suggest that the Irish fishing industry may be in a position to achieve some positive outcomes by the end of 2025. A contributing factor could be the gradual reduction in operating costs, particularly energy and personnel costs, which has the potential to support improved profitability across parts of the sector. At the same time, targeted strategic initiatives focused on boosting efficiency and sustainability, including the adoption of advanced management practices and innovative technologies (e.g. improving fuel efficiency and reducing emissions through measures like optimising engine usage and hull maintenance), are set to further strengthen the industry's economic performance. Together, these developments present a strong case for renewed growth and long-term resilience.

The government's commitment to the fishing sector, through supportive policies, sustained funding, and the strategic deployment of BIM-administered EMFAF support grants continues to lay a solid foundation for recovery and future growth. Encouragingly, global market indicators point to a potential rebound in fish prices. When coupled with expanding export opportunities, this creates a favourable environment to strengthen the sector's revenue base. Taken together, these developments signal a more robust and sustainable trajectory for the Irish fishing industry as it continues to recover from a period of significant economic disruption since 2020.

13 Nowcasting is based on the number of vessels, fuel prices, TACs, stock biomass (for 2024), and fish prices for each TAC species. As 2023 is the base year for the nowcasts, the results are strongly related to the economic performance in this year. The nowcasting methodology does not consider possible strategic changes in fleet behaviour based on optimising the trips (e.g. performing shorter trips or staying in port, or not fishing, if fuel prices are particularly high).

Annex 1: Concepts, terms, and definitions

Revenue – the value of production (sale of landed seafood products) and income generated from the use of the vessel in other, non-commercial fishing activities, such as recreational fishing, transport, tourism, oil rig duty, research, etc., may also include insurance payment for gear damage/loss /vessel.

Income – from direct subsidies and fishing rights are excluded.

Gross Value Added (GVA) – net output of a sector after deducting intermediate inputs from all outputs. It is a measure of the contribution to GDP made by an individual producer, industry, or sector.

GVA to Revenue ratio – indicates the share of revenue that contributes to the economy through factors of production (returns to labour and returns to capital). Indicator is calculated as the ratio between GVA and revenue and expressed as a percentage.

Gross profit – the normal profit after accounting for operating costs, excluding capital costs. Also referred to as gross cash flow, i.e., the flow of cash into and out of a sector or firm over a period of time.

Gross profit margin (%) – a measure of profitability that can be used to analyse how efficiently a sector is using its inputs to generate profit. Calculated as the ratio between gross profit and revenue. Expressed as a percentage. Gross profit margin indicates the normal profitability of a firm and is of most interest to fishers as it represents the share of income they are left with at the end of the year. For managers, it may be used as an indication of the viability of an industry in terms of its commercial profitability by measuring the share of cash coming in and out of an industry. A high gross profit margin indicates that the sector has a low-cost operating model; reflects efficiency in turning inputs into outputs. A low percentage value can indicate a low margin of safety, i.e., a higher risk that declines in production or increases in costs may result in a net loss, or negative profit margin.

Net profit – is the difference between revenue and explicit costs and opportunity costs. Explicit costs include all operational costs, such as wages, energy, repair, and other variable and non-variable costs. Net profit differs from gross profit in that it includes depreciation and opportunity costs of capital. It measures the efficiency of a producer in society's view by evaluating the total costs of inputs (excluding natural resource costs) in comparison to outputs or revenue. Economic profit is the primary indicator of economic performance and is often used as a proxy of resource rent in fisheries. Economic profits emerge as the excess of revenue over the opportunity cost of producing the good. Also referred to as supernormal or abnormal profits. Abnormal profits in a sector are an incentive for other firms to enter the industry (if they can). Zero or a negative profit margin may indicate high competition in the sector and can be used as one of the indicators of overcapacity.

Net profit margin (%) – a measure of profitability after all costs have been accounted for and reflects the percentage of revenue that a sector retains as profit. It measures the relative performance of the sector compared to other activities in the economy and provides an indication of the sector's operating efficiency as it captures the amount of surplus generated per unit of production.

Labour productivity (GVA/FTE) – defined as output per unit of labour. Calculated as GVA (measure of output) by full-time equivalent (FTE) employment (unit of labour input). Labour productivity can be used as a measure of economic growth, competitiveness, and living standards within a sector. An increase in labour productivity indicates that a unit of input labour is producing more output or that the same amount of output is being produced with fewer units of labour. Labour productivity may also provide an indicator of worker's wellbeing or living standards, assuming that increases in productivity are matched by wage increases.

Capital productivity – the return of the investment divided by the cost of the investment, also referred to as ROI (Rate on Investment). It measures profits in relation to capital invested, i.e., indicates how profitable a sector is relative to its total assets. The higher the return, the more efficient the sector is in utilising its asset base. As data on intangible assets (e.g., fishing rights, natural resource) are not always available in fisheries, the Return on Fixed Tangible Assets (ROFTA) is used as an approximation of ROI.

Full Time Equivalent (FTE) – Unit expressing the number of employees converted into full-time workers. The estimation of FTEs uses a threshold representing the total number of hours worked on a standard and yearly basis, by a full-time worker in the sector.

For economic performance calculations the following formulas were used:

Total Income:

Total Revenue = Income from landings + income from fishing rights + other income + direct subsidies

Revenue:

Revenue = Income from landings + other income

Gross Value Added (GVA)

GVA = Income from landings + other income – energy costs – repair costs – other variable costs – non variable costs

Gross Profit (GP)

GP = Income from landings + other income – crew costs – unpaid labour – energy costs – repair and maintenance costs – other variable costs – non variable costs

Net Profit/Loss

Net Profit = Income from landings + other income – crew costs – unpaid labour – energy costs – repair costs – other variable costs – non variable costs – depreciation cost – opportunity cost of capital

Rate of Return on Fixed Tangible Assets (RoFTA)

RoFTA = (net profit + opportunity cost of capital)

Annex 2: Methods

Data collection is essential for the implementation of the Common Fisheries Policy (CFP), as a basis for founding it on the best possible scientific advice. Primary biological, technical, ecological, and socioeconomic data are collected to evaluate the state of fish stocks, the profitability of the different segments of the sector and the effects of fisheries and aquaculture on the ecosystem.

The annual data sources used to collect economic and social data from the Irish fleet segments are:

- Sales notes and landings data shared with BIM from the SFPA.
- Logbook data for effort shared with BIM under a Data Sharing Agreement with the Marine Institute.
- Voluntary questionnaire information returned by vessel owners targeted in the National Seafood Survey for all economic and social variables.
- Mandatory economic and social information from the National Seafood Survey returned by vessel owners applying for EU/national grant aid.
- Sentinel Vessel Programme collecting operational, landing, and economic data from a sample of the inshore fleet annually.

The annual National Seafood Survey of the fishing fleet is a major piece of research into the status of Ireland's catching sector. It examines the economic performance of the fleet and the social demographics of people employed in the sector. This allows BIM to better understand the social and economic impact the industry has on coastal communities. The results of the survey help both industry and policy makers to understand the challenges and opportunities vessel owners face, as well as the impact of fisheries management measures such as Total Allowable TAC and quota allocation. It also forms the basis for the justification for national and European funding programmes, which are focused on the support of the industry and coastal communities, under the CFP. Creating an accurate picture of the industry relies on consistent support and good will from skippers and vessel owners to provide data on annual basis.

The survey asks a series of questions about the financial and operational performance of fishing vessels and the demographics of the crew. It is an opportunity for industry to report how they have navigated challenges and changes. All data and information shared with BIM as part of the survey returns are treated in the strictest confidence and stored in a protected and secure database with limited access. Data is anonymised and no figures relating to any individual or specific vessel are revealed in any outputs.

As part of the annual National Seafood Survey, vessels are requested to submit operational details and economic data for their previous year's activity. There is a time lag reporting these data because for an accounting period ending on 31 December 2023, the financial return must be filed by September of the following year (i.e., September 2024). For this report, BIM collected economic data from October 2024 to January 2025 from vessel owners and submitted the results of the National Seafood Survey to the European Commission in February 2025 as part of Ireland's EU regulatory requirements under the 2025 EU Fishing Fleet Economic Data Call.

All data received is combined with other vessel information within the same fleet category, based on LOA (overall length) and primary fishing gear. The information is submitted to the EU to comply with Council Regulation (EC) 2017/1004 in an aggregated format in accordance with Commission Delegated Decision (EU) 2021/1167

Annex 3: Structure of the Irish fishing fleet: Nationally defined (DAFM) segments in 2023

National Fleet Segments	Segment Description	Main Target Species	
		Fin Fish	Shellfish
Refrigerated Seawater (RSW) Pelagic	23 vessels in the RSW segment range in size from 23.96m to 64.91m in registered length, from 325GT to 2,172GT in volume and 522kW to 3,460kW in engine power.	**Pelagic:** Mackerel, Herring, Horse Mackerel, Blue Whiting, Boarfish, Albacore	N/A
Beam Trawler	9 vessels dedicated to beam trawling ranging in size from 23m to 26.05m in length overall and from 83GT to 161GT in volume and 221kW to 474kW in engine power.	**Demersal:** Whiting, Haddock, Hake, Cod, Halibut, Sole, Plaice, Monkfish, Megrim, Skate	*Nephrops*, Scallop
Polyvalent: sub-divided into: *Vessels under 18m in length overall* *Vessels equal to or over 18m in length overall* *Scallop sub-segment*[14]	This segment comprised 1,691 vessels, most vessels in the fleet, with a total capacity of 32,918 GT and 115,797 kW. These vessels are multi-purpose and include small inshore vessels (netters and potters), along with medium and large offshore trawlers and gillnetters. Vessels in this segment range from 3.06m to 37.30m in length overall, from 0.19GT to 469GT in volume and 0kW to 1,119kW in engine power.	**Demersal:** Whiting, Haddock, Hake, Cod, Halibut, Sole, Plaice, Monkfish, Megrim, Skate **Pelagic:** Mackerel, Herring, Horse Mackerel, Blue Whiting, Boarfish, Albacore	Lobster, Crab, *Nephrops*, Shrimp, Whelk, Bi-valve Molluscs: Mussels, Scallop, Razor Clam, Clam, Oyster
Specific: sub-divided into: *Scallop Sub-segment* *General Sub-segment*	This segment comprised 143 vessels, with a total capacity of 2,100 GT and 11,250 kW, which are permitted to fish for bivalve molluscs and farmed species only.	N/A	Farmed species and wild Bi-valve Molluscs: Mussels, Scallop, Razor Clam, Clam, Oyster
Aquaculture[15]	These vessels must be exclusively used in the management, development, and servicing of aquaculture areas. This segment comprised 100 vessels This segment contained 100 vessels with a total capacity of 4,291GT and 11,824kW.		Farmed species only

Source: DAFM, Licensing Authority for Sea-fishing Boats: Annual Report 2023

14 Vessels equal to or over 10m in length overall with qualifying track record in the scallop fishery as defined in Ministerial Policy Directive 2 of 2003, as amended by Ministerial Policy Directives 1 of 2006, 1 of 2011 and 2 of 2011.

15 As the focus of this report is on wild capture fisheries, the aquaculture segment is excluded from this report.

Annex 4: EU fleet segments in accordance with the EU MAP Data Collection Framework

EU Fishing Technique	EU Vessel Length Classes
DFN = Drift and/or fixed netters	**VL0010 =** Vessel between 0-10 meters in length
DRB = Dredgers	**VL1012 =** Vessel between 10-12 meters in length
DTS = Demersal trawlers and/or demersal seiners	**VL1218 =** Vessel between 12-18 meters in length
FPO = Vessels using pots and/or traps	**VL1824 =** Vessel between 18 -24 meters in length
HOK = Vessels using hooks	**VL2440 =** Vessel between 24 -40 meters in length
MGO = Vessel using other active gears	**VL40XX =** Vessel greater than 40 meters in length
MGP = Vessels using polyvalent active gears only	
PG = Vessels using passive gears only for vessels <12m	
PGO = Vessels using other passive gears	
PGP = Vessels using polyvalent passive gears only	
PMP = Vessels using active and passive gears	
PS = Purse seiners	
TM = Pelagic trawlers	
TBB = Beam trawlers	

Annex 5: Irish fleet segmentation in accordance with the EU MAP Data Collection Framework segmentation: 2023

Segment	Code	Total vessels
Beam trawlers 18-< 24 m	TBBVL1824	6
Beam trawlers 24-< 40 m	TBBVL2440	7
Demersal trawlers and/or demersal seiners 0-< 10 m	DTSVL0010	17
Demersal trawlers and/or demersal seiners 10-< 12 m	DTSVL1012	10
Demersal trawlers and/or demersal seiners 12-< 18 m	DTSVL1218	21
Demersal trawlers and/or demersal seiners 18-< 24 m	DTSVL1824	51
Demersal trawlers and/or demersal seiners 24-< 40 m	DTSVL2440	43
Dredgers 0-< 10 m	DRBVL0010	90
Dredgers 10-< 12 m	DRBVL1012	44
Dredgers 12-< 18 m	DRBVL1218	8
Dredgers 18-< 24 m	DRBVL1824	3
Dredgers 24-< 40 m	DRBVL2440	4
Drift and/or fixed netters 0-< 10 m	DFNVL0010	59
Drift and/or fixed netters 10-< 12 m	DFNVL1012	15
Drift and/or fixed netters 12-< 18 m	DFNVL1218	10
Drift and/or fixed netters 18-< 24 m	DFNVL1824	7
Drift and/or fixed netters 24-< 40 m	DFNVL2440	1
Pelagic trawlers 0-<10m	TMVL0010	2
Pelagic trawlers 10-< 12 m	TMVL1012	2
Pelagic trawlers 12-< 18 m	TMVL1218	4
Pelagic trawlers 24-< 40 m	TMVL2440	15
Pelagic trawlers 40 m or larger/ RSW	TMVL40XX	20
Vessels using hooks 0-< 10 m	HOKVL0010	17
Vessels using hooks 10-< 12 m	HOKVL1012	6
Vessels using hooks 12-< 18 m	HOKVL1218	1
Vessels using Pots and/or traps 0-< 10 m	FPOVL0010	807
Vessels using Pots and/or traps 10-< 12 m	FPOVL1012	90
Vessels using Pots and/or traps 12-< 18 m	FPOVL1218	30
Vessels using Pots and/or traps 18-< 24 m	FPOVL1824	1
Vessels using Pots and/or traps 24-< 40 m	FPOVL2440	2
Inactive 0-< 10 m	InactiveVL0010	508
Inactive 10-< 12 m	InactiveVL1012	58
Inactive 12-< 18 m	InactiveVL1218	18
Inactive 18-< 24 m	InactiveVL1824	9
Inactive 24-< 40 m	InactiveVL2440	6
Inactive 40m or larger	InactiveVL40XX	1

Annex 6: Economic indicators for all EU-defined segments in the Irish fleet 2023

Segments	Number of vessels	FTE national	Days at sea	Energy consumed per landed tonne	Live weight of landings	Value of landings	Revenue	Gross Value Added
				Ltr/T	Kg	€	€	€
Pelagic trawl/ RSW over 40m	20	142	780	100	99,025,907	79,222,077	88,918,227	49,631,173
Demersal trawlers/Seiners 24-40m	43	185	9,456	1,186	14,922,027	49,666,237	52,616,183	17,546,706
Demersal trawlers/Seiners 18-24m	51	168	9,114	1,337	11,484,950	44,887,623	47,605,674	15,442,611
Potters <10m	807	609	173,426	358	6,038,432	22,052,530	32,989,333	18,913,421
Pelagic/ Polyvalent 24-40m	15	65	1,374	148	28,422,778	21,826,205	25,997,001	12,957,364
Potters 12-18m*	33	76	4,484	347	4,764,856	14,241,018	15,011,961	5,452,884
Dredgers 24-40m*	7	18	1,403	401	5,860,515	13,548,932	13,751,591	8,824,382
Potters 10-12m	90	114	7,245	295	4,271,766	11,415,512	12,896,343	4,339,888
Beam trawlers 24-40m*	13	20	2,560	1,765	2,345,977	8,068,637	8,098,888	728,069
Drift and/or fixed netters 18-24m*	18	56	2,452	585	1,998,052	5,244,427	6,000,535	2,632,230
Demersal trawlers/Seiners 12-18m	21	29	2,309	556	2,490,085	4,702,104	5,476,390	1,307,428
Dredgers <10m	90	76	2,453	910	618,921	3,567,020	4,702,732	2,433,734
Dredgers 10-12m*	52	59	3,379	714	876,994	3,474,272	3,559,967	1,657,079
Drift and/or fixed netters 10 - 12m	15	20	1,119	280	505,465	1,614,627	1,671,982	959,472
Drift and/or fixed netter <10m	59	45	851	668	185,667	691,444	1,442,149	722,031
Demersal trawlers/Seiners 10-12m	10	11	401	148	623,819	929,245	1,003,113	264,098
Demersal trawlers/Seiners <10m	17	20	374	498	136,889	459,150	860,059	441,169
Pelagic 12-18m*	8	9	174	62	1,593,227	537,871	542,234	167,905
Hooks <10m	17	13	86	508	87,370	86,418	227,207	20,656
Hooks 10-12m*	7	6	264	258	85,768	167,274	186,504	20,163

GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average wage per FTE	GVA per FTE (labour productivity)	Return on fixed tangible assets	Net profit margin % 2023 - average (2013-22)	Economic development trend	As a % of total revenue
%	€	%	€	%	€/FTE	€	%	%		
56	24,858,615	28	2,547,021	3	174,455	349,515	4	-2	Deteriorated	27%
33	1,991,799	4	-4,304,653	-8	84,004	94,761	-4	-5	Deteriorated	16%
32	1,338,692	3	-3,258,255	-7	83,751	91,701	-6	0	Improved	15%
57	10,676,619	32	9,012,195	27	13,518	31,040	76	-0	Deteriorated	10%
50	3,028,496	12	-4,337,354	-17	153,712	200,598	-0	-1	Deteriorated	8%
36	1,308,751	9	-1,273,147	-8	54,271	71,410	-2	0	Improved	5%
64	6,616,330	48	5,849,152	43	120,461	481,417	175	No data	No data	4%
34	-932,203	-7	-3,338,655	-26	46,246	38,069	-7	-1	Deteriorated	4%
9	-1,535,055	-19	-2,217,202	-27	113,554	36,531	-51	1	Improved	3%
44	655,647	11	65,100	1	35,499	47,274	4	-9	Deteriorated	2%
24	-1,016,639	-19	-3,132,292	-57	80,874	45,497	-4	0	Improved	2%
52	855,943	18	588,493	13	20,826	32,123	23	-0	Deteriorated	1%
47	-121,003	-3	-349,502	-10	29,959	27,920	-13	-0	Deteriorated	1%
57	344,214	21	136,502	8	30,851	48,110	11	-1	Deteriorated	1%
50	172,995	12	40,422	3	12,211	16,059	5	-1	Deteriorated	0%
26	31,290	3	11,299	1	20,467	23,217	94	-0	Deteriorated	0%
51	128,734	15	82,263	10	15,551	21,959	12	1	Improved	0%
31	-155,506	-29	-244,219	-45	34,515	17,919	-10	No data	No data	0%
9	-89,424	-39	-186,199	-82	8,478	1,591	-5	No data	No data	0%
11	-132,177	-71			24,335	3,221	No data	No data	No data	0%

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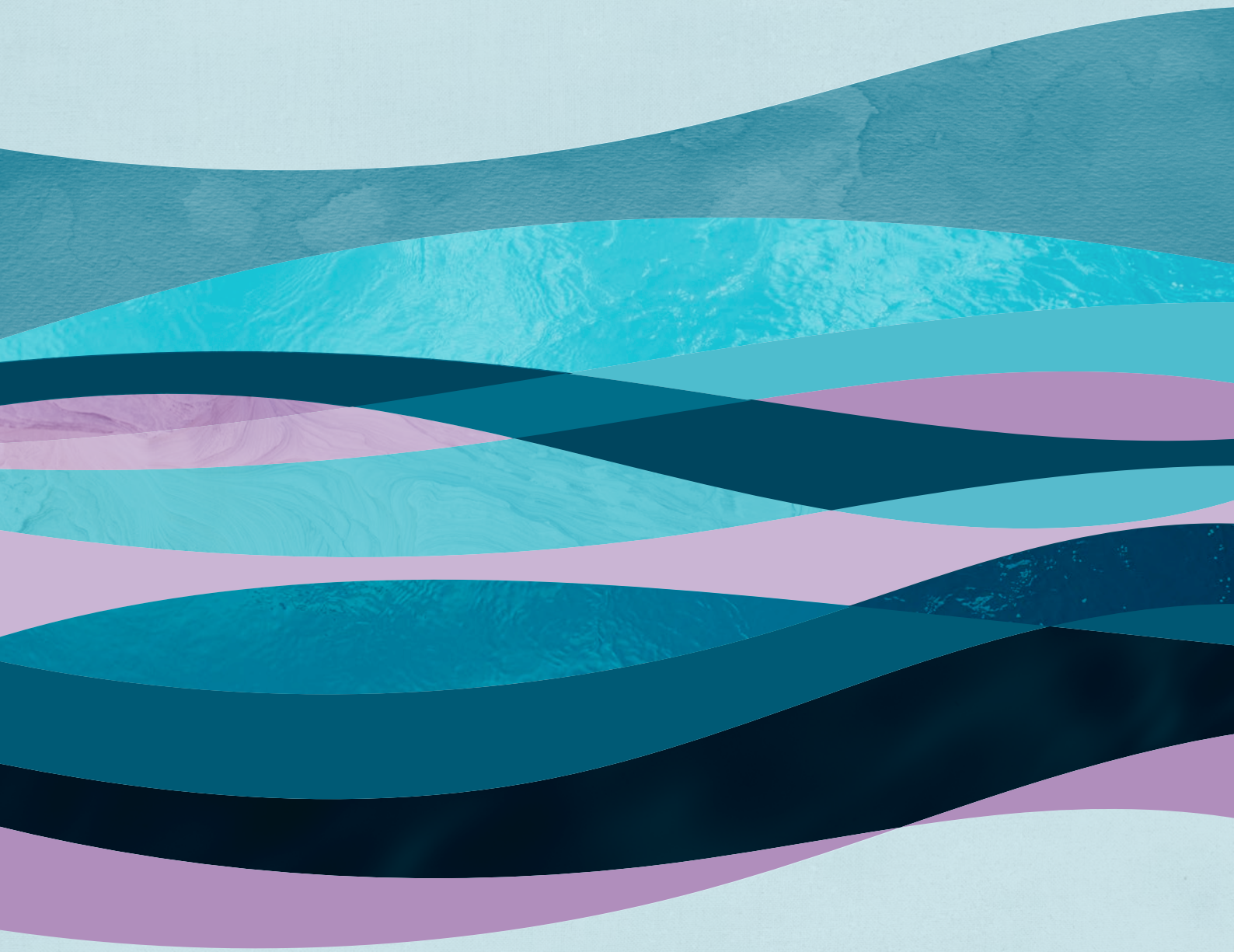

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