



Marine  
Management  
Organisation



# UK Sea Fisheries Statistics 2019



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# Key Statistics

**Fleet**

In 2019, there were 5,911 UK registered fishing vessels. This is a decrease of 125 compared to 2018.

Almost 80 per cent of the UK fleet is made up of vessels of 10 metres and under in length. Vessels over 24 metres in length account for just 4 per cent of the total number but for three fifths of total capacity and a third of total power.

There are around 12,000 fishers working on UK registered vessels. This has been stable for the past decade.

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**Landings**

In 2019, UK vessels landed 622 thousand tonnes of sea fish with a value of £987 million. Compared to 2018, this is a reduction of 11 per cent and 2 per cent in quantity and value respectively.

This is mainly driven by a reduction in the quota for key pelagic species e.g. mackerel between 2018 and 2019.

In 2019, 34 per cent of all landings by UK vessels into UK ports were into Peterhead. Peterhead is consistently the UK port with the largest quantity and value of landings.

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**Effort**

Fishing effort by the over 10m fleet decreased by only 3 per cent between 2018 and 2019, following the levelling off seen since 2011. Since 2003, fishing effort by the over 10m fleet has decreased by 35 per cent.

Most of the reduction in effort is driven by a 36 per cent decline in effort (2004-2019) in the demersal trawl and seine segment.

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**Trade**

The UK is a net importer of fish, with imports exceeding exports. The UK's trade gap in 2019 for sea fish is 270 thousand tonnes.

In 2019, the UK imported 721 thousand tonnes of sea fish, with a value of £3,457 million. It exported 452 thousand tonnes with a value of £2,004 million.

# About this publication

This year there have been some substantial changes to the content included in this publication. We want this publication to better serve its audience by being more accessible and insightful.

Feedback from users and from the Office for Statistics Regulation has driven these changes.

We welcome feedback from you on the content of this release. Does this update better meet your needs? What more would you like to see?

Please email the [Statistics and Analysis Team](#) at MMO with your thoughts.

The aim of this publication is to provide a comprehensive picture of UK Sea Fisheries in 2019, recent trends and long-term historical context, back to 1938 in some instances.

The publication is a summary of:

- The UK fishing [fleet](#)
- Its activity at sea
  - [Landings](#) – how much fish they catch and land
  - [Effort](#) – how long they spend at sea
- [Trade](#)

This report contains charts and commentary to describe UK sea fisheries.

View the accompanying tables for each section and underlying datasets here: <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

The data and tables that feed into this release have remained consistent with previous years. However, the section and tables number have changed. See [Annex C](#) if you are looking to find a table you have used previously.

# Section 1: Fleet

**Fleet Characteristics**

Capacity and power  
Vessel Length  
Age of vessels  
Sector

**Fishers on UK vessels**

UK nations



# Section 1: Fleet

View the tables accompanying this section here:

<https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

## Fleet characteristics

### Capacity and power

As well as the total number of vessels, the fleet can also be assessed in terms of their capacity and power. Capacity is usually measured in gross tonnage (GT) which is a volumetric measure of a vessel capacity. The power (kW) of a vessel refers to the vessel's engine power.

The MMO holds data on the capacity and power of all individual UK vessels and these figures are aggregated to compare groups of interest. This allows for a more nuanced assessment of the fleet, as opposed to looking at the number of vessels alone.

The number of UK fishing vessels has reduced by almost 50 per cent over the past three decades, from over 11 thousand vessels to below 6,000.

The power (kW<sup>1</sup>) of the UK fleet has also decreased by 40 per cent over the past three decades<sup>2</sup>. Two key changes which have contributed to this are national and international policies introduced to ensure the future sustainability of fish stocks:

1. Greater controls on fishing opportunities,
2. Fleet capacity reductions through decommissioning exercises

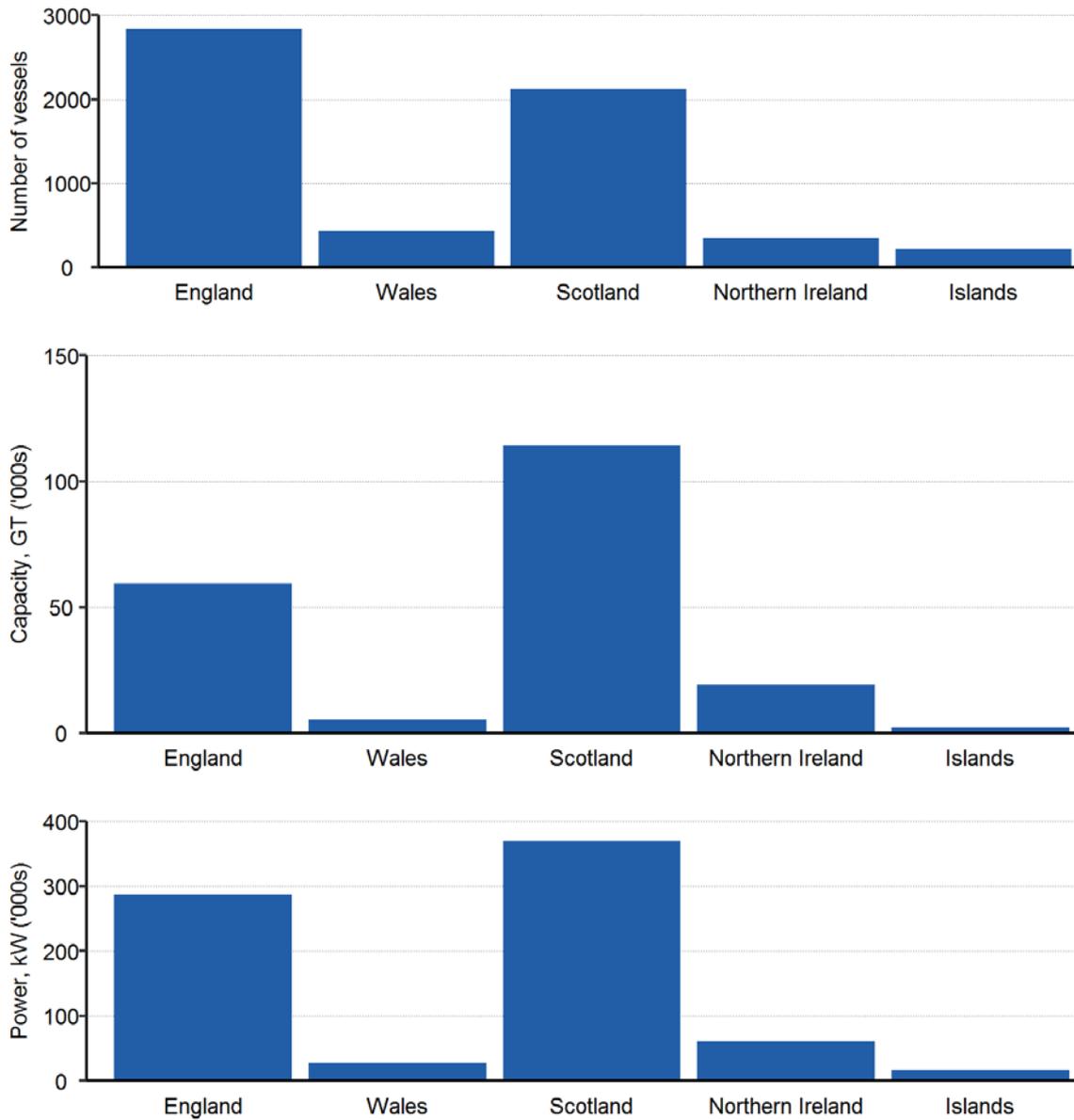
Compared to 2018, the number of UK vessels has fallen by 125, a decrease of 2 per cent and similar to the change between 2017 and 2018. Three-quarters of these were vessels under 10m in length.

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<sup>1</sup> Power of a fishing vessels engine.

<sup>2</sup> See Table 1.1. here: <https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

**Figure 1.1<sup>3</sup>: England has the highest number of vessels by UK country, while Scottish vessels have the highest capacity**

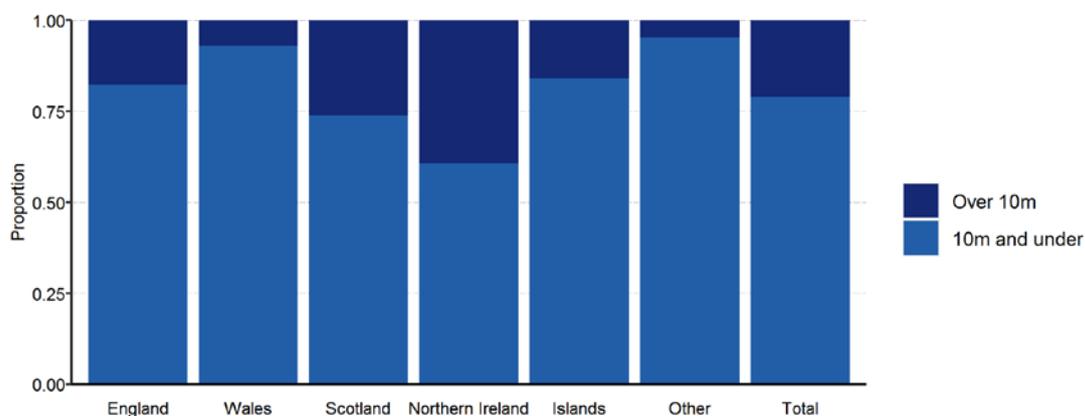


Although Scottish vessels account for 36 per cent of the total number of vessels, they have the highest share of capacity (57 per cent) and power (49 per cent). This is explained by the different composition of the fleets, particularly the length of vessels.

<sup>3</sup> In this figure and throughout the publication, Islands refers to the Crown Dependencies of Isle of Man, Jersey and Guernsey.

## Vessel length

**Figure 1.2<sup>4</sup>: Three-quarters of Scottish vessels are under 10 metres long compared to 82 per cent of English vessels**



The smaller number yet higher capacity of Scottish vessels (Figure 1.1) can be explained by Scotland having proportionally more large and powerful vessels.

### Fish stock

A fish stock refers to a fish population that is isolated from other stocks of the same species. For example, around the UK there are several cod stocks – including e.g. Cod 7d in the Channel and North Sea Cod. Many fish stocks are managed by quotas – limits set on the tonnage that can be caught. Currently the UK has quota for around 100 different fish stocks.

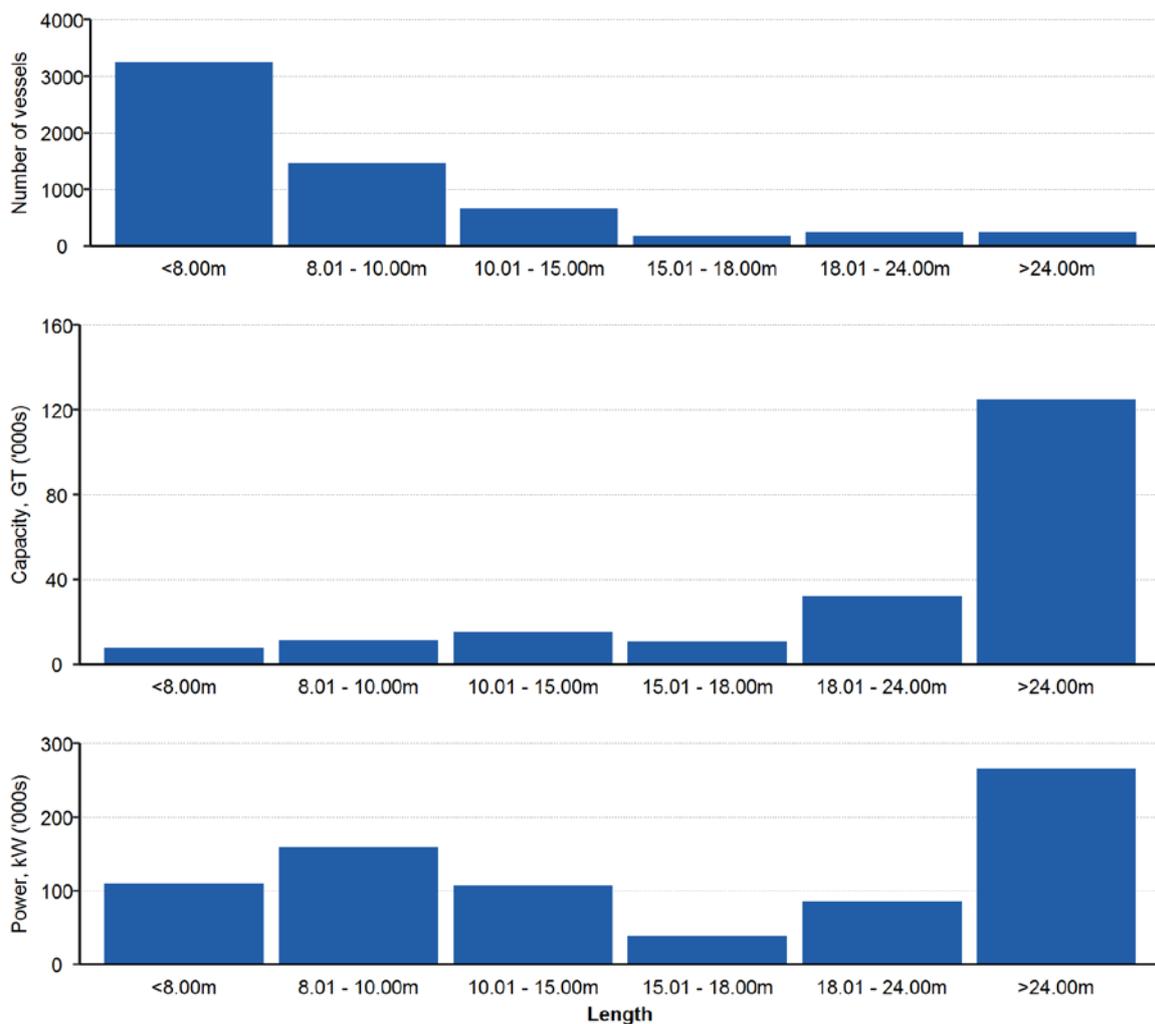
Owing to the diverse nature of the fishing industry, it is difficult to provide a simple explanation of the variation seen across the fleet. The main influencer is the different fish stocks that the fleets target. Key elements of the Scottish fleet target several fisheries that are high volume but lower priced, such as herring and mackerel caught in the North Sea and West of Scotland waters<sup>5</sup>. To target these stocks, the Scottish fleet has moved towards having higher capacity vessels which cover large sea areas and can catch several hundred tonnes of fish per trip.

<sup>4</sup> In this figure and throughout the publication, *Islands* refers to the Crown Dependencies of Isle of Man, Balliwick of Jersey and Balliwick of Guernsey. The category *Other* are vessels which are registered but not administered by a port; typically, new vessels and vessels changing administrations.

<sup>5</sup> See Annex A for a map of the fishing areas around the UK.

Compared with this, the English fleet is involved in several key fisheries that are typically lower volume but higher priced, such as the Channel fisheries for sole and plaice. In addition, a greater proportion of the fisheries pursued by the English fleet cover inshore areas. Together these factors have allowed the English fleet to develop with a greater proportion of smaller vessels that are able to be economically viable through catching smaller quantities of more valuable fish. Changes in fishing opportunities over time have been key drivers for the development of the fleet.

**Figure 1.3: The number of vessels per length group falls as capacity increases**



Almost 80 per cent of the UK fleet is made up of vessels 10 metres and under in length. These vessels account for 9 per cent of the fleet’s tonnage and 35 per cent of the fleet’s power.

Vessels over 24 metres in length account for just 4 per cent of the total number but 63 per cent of the fleet’s capacity and 35 per cent of the fleet’s power.

By fisheries administration<sup>6</sup>, Scotland and Northern Ireland have a higher proportion of large vessels than England and Wales. For example, 16 per cent of the Scottish fleet exceed 15 metres in length compared with 5 per cent in England.

The capacity of the 335 Scottish vessels over 15 metres in length (6 per cent of all UK vessels) is almost equal to the capacity of the rest of the UK fleet combined.

The pattern by admin port<sup>7</sup> is similar; the Fraserburgh fleet, in North West Scotland, has the largest capacity (38 thousand GT) and power (94 thousand kW). Milford Haven in Wales and Poole on the South coast of England are the UK ports with the highest proportion of 10 metre and under vessels (93 per cent).

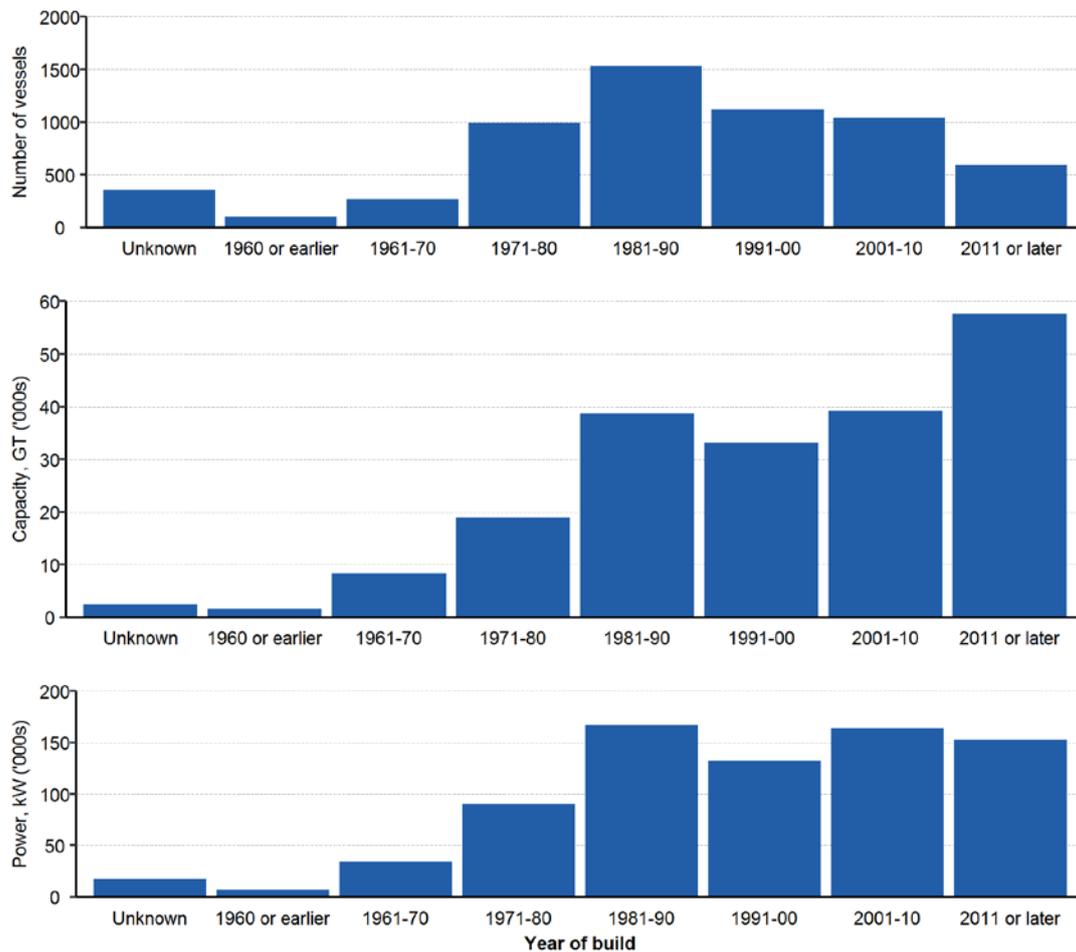
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<sup>6</sup> Table 1.3

<sup>7</sup> Vessels are registered to a specific port. This is not necessarily where they land all their catches but gives an indication of where vessels are based around the UK.

## Age of vessels

Figure 1.4: More than half of all vessels in the UK fleet<sup>8</sup> were built before 1991



While the number of vessels built in the last four decades has decreased, the average capacity and power of those built since 2000 has increased substantially<sup>9</sup>. Those built after 2000 account for less than 30 per cent of the total number of vessels but almost 50 per cent of capacity.

<sup>8</sup> Those vessels where the age is known

<sup>9</sup> Table 1.4

## Industry group

### Fish Producer Organisations (FPOs)

FPOs are officially recognised bodies set up by fishery or aquaculture producers.

In the UK, they are responsible for managing the quota for their vessels and play an essential role in fisheries management.

On 1 January 2019<sup>10</sup>, 36 per cent of vessels over 10 metres in length were not members of an FPO and were therefore members of the non-sector. The composition of FPOs varies greatly; Scottish FPO had the highest membership with 150 vessels and North Atlantic FPO had the smallest membership with 3 vessels.

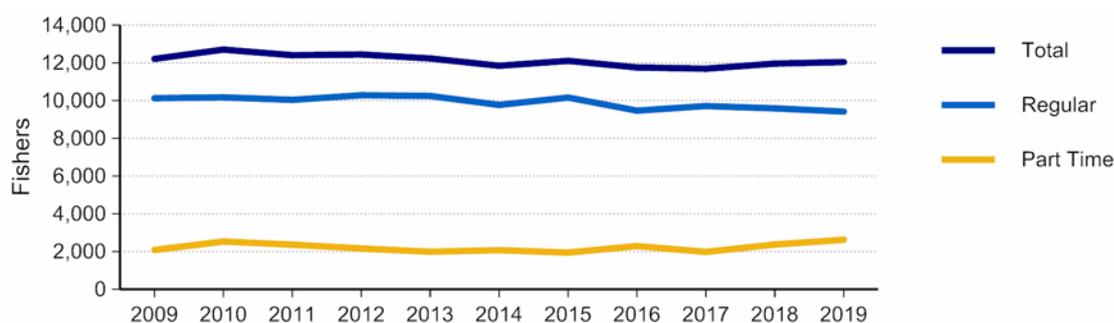
## Fishers on UK vessels

The total number of fishers on UK registered vessels has hovered around 12,000 for the past decade. In 2019<sup>11</sup>, the number of part time fishers increased by 250 while the number of regular fishers decreased by 170.

When comparing the number of fishers in 2019 to the earliest year in our time series – 1938 – the number of fishers on UK registered vessels has decreased by 75 per cent, from close to 48,000 to just over 12,000.

The decrease is associated with reductions in fleet size, discussed at the start of this section. This is partly driven by policies, both national and international, designed to protect fish stocks and the marine environment.

**Figure 1.5: Stable number of fishers on UK registered vessels in the past decade**

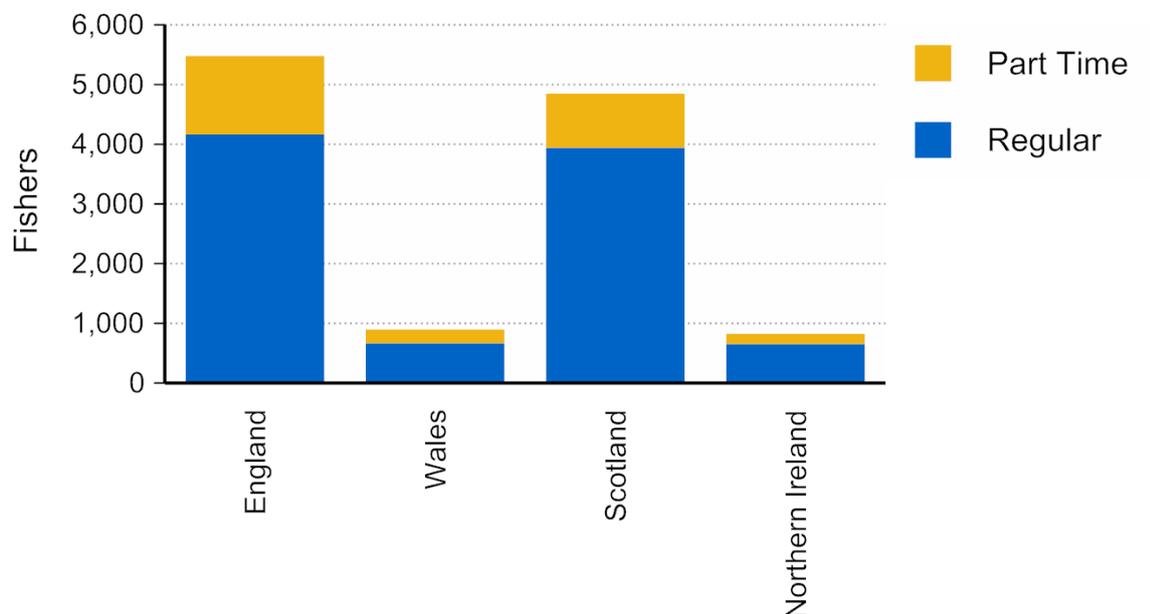


<sup>10</sup> For quota management purposes, which group (PO or non-sector) a vessel is a member of is documented as at 1 January each year.

<sup>11</sup> Figures in this sentence are rounded to the nearest 10.

## Fishers by UK nation

Figure 1.6: Most fishers working on UK vessels are on English and Scottish vessels



Forty-five per cent of fishers working on UK boats are on English vessels and 40 per cent on Scottish. The remaining 14 per cent are split almost equally between Welsh and Northern Irish vessels.

This split across UK nations is similar to the pattern seen for the number of vessels (Figure 1.1). However, where the proportion of UK vessels that are English is 12 percentage points higher than the proportion that are Scottish, the number of fishers working on English vessels is only 5 percentage points higher. In part this is explained by the higher number of large Scottish vessels which will require more crew than smaller vessels.

By admin port<sup>12</sup><sup>13</sup> the pattern is equivalent to that seen by UK nation, where ports with a higher number of vessels and a higher capacity have a higher number of fishers.

<sup>12</sup> Vessels are registered to a specific port. This is not necessarily where they land all their catches but gives an indication of where vessels are based around the UK.

<sup>13</sup> Table 1.6b

# Section 2: Landings

## Landings

*Who* - vessel nationality, vessel size, sector

*What* - species

*Where* - port of landing, landings abroad by UK vessels, landing into the UK by foreign vessels

*How* - fishing gear



## Section 2: Landings

View the tables accompanying this section here:

<https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

In [Annex B](#), Table 2.6 published in the associated Excel tables is included. This is a key table summarising landings by the UK fleet into the UK and abroad. It is included here to allow users easy access to these figures within this report.

### UK summary

In 2019, UK vessels landed 622 thousand tonnes<sup>14</sup> of sea fish into the UK and abroad with a value<sup>15</sup> of £987 million. Compared to 2018, this is an 11 per cent decrease in quantity and a 2 per cent decrease in value.

#### Species groups

Fish are commonly split into three **groups of similar species**.

**Demersal** fish inhabit the bottom of the ocean. Key demersal species fished by the UK fleet include cod and haddock.

**Pelagic** fish inhabit the water column (not near the seabed or shore). The two main pelagic species fished by the UK fleet are mackerel and herring.

**Shellfish** include various species of molluscs (e.g. scallops, whelks) and crustaceans (e.g. crabs and nephrops).

The 11 per cent decrease in the quantity of fish landed is mainly a reduction in landings of pelagic species. This has been driven by a reduction in quotas, discussed more in the [Pelagic](#) section below.

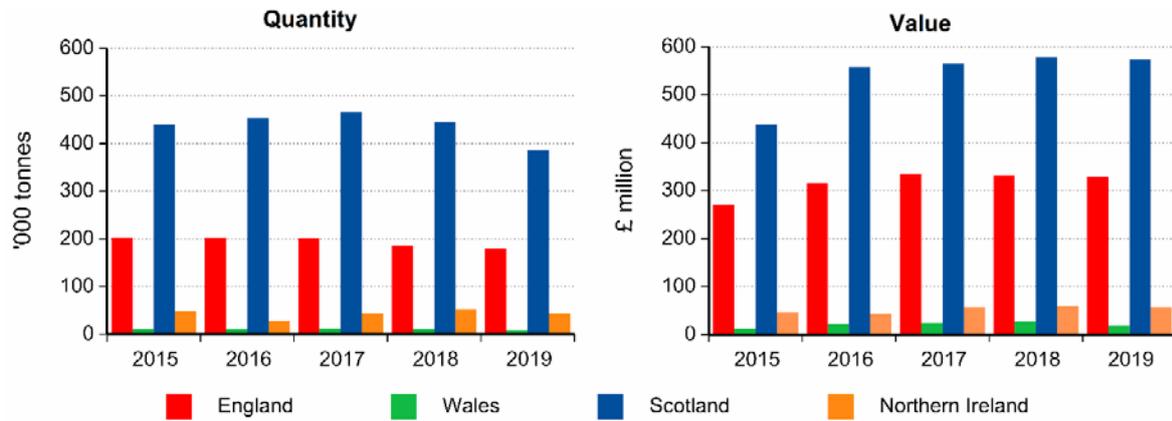
The value of fish landed decreased by a smaller amount than the quantity (2 per cent versus 11 per cent). There are two main reasons for this. Firstly, the price of pelagic species increased by 24 per cent between 2018 and 2019, from £687 per tonne to £857. This is linked to a reduction in supply because of lower landings. Secondly, the UK fleet landed 6 per cent more shellfish in 2019 compared to 2018. Shellfish species fetch a higher price on average than other sea fish. In 2019 the average price for shellfish species was £2,714 per tonne, compared to £2,166 for demersal species and £854 for pelagic species.

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<sup>14</sup> In this section, tonnes always refer to live weight tonnes. This is the sum of the live weight of fish caught, prior to any processing e.g. gutting or shelling.

## Vessel nationality

Figure 2.1: Of the four UK nations, Scotland lands the most fish by quantity and value



England lands a higher value of fish relative to the quantity landed. This is because more of the English fleet target higher value stocks, notably shellfish.

## Vessel length

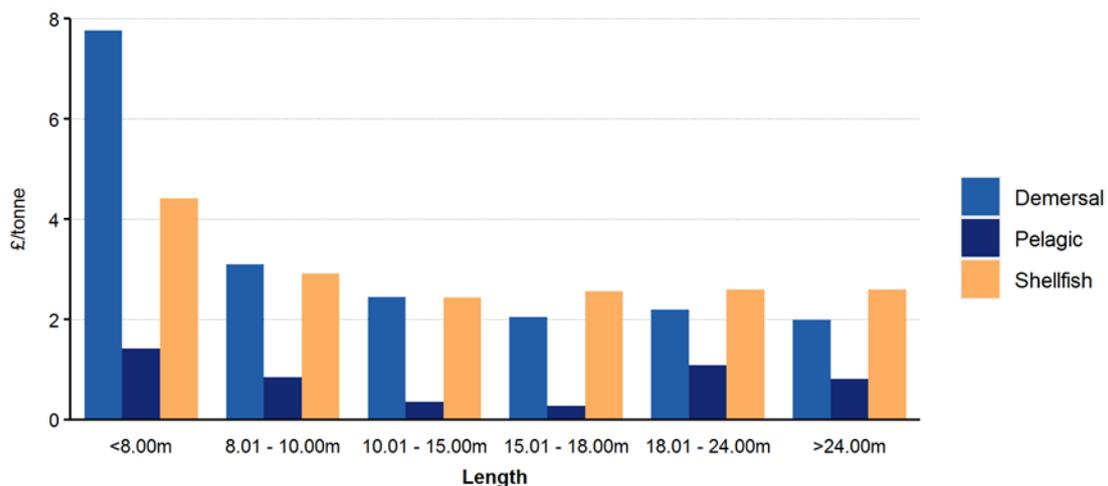
Seventy per cent of the total quantity of fish caught by UK vessels in 2019 was landed by vessels over 24 metres in length.

In 2019, these vessels constituted just four per cent of the UK fleet by number. The large volume of landings by these large vessels is explained by their very high fishing capacity and power (Figure 1.3).

Landings of pelagic species by vessels over 24 metres in length formed 96 per cent of the annual total pelagic landings for the whole UK fleet. Seventy-two per cent of all landings of demersal species by the UK fleet were by vessels over 24 metres in length.

In contrast, landings of shellfish are more evenly distributed across the fleet, with vessels 10 metres and under in length accounting for 23 per cent of the quantity of landings.

**Figure 2.2: Vessels under 8 metres in length fetch higher prices for their landings**



Although on average longer vessels land much greater quantities of fish than their smaller counterparts, they typically achieve a lower average price for the fish landed. The difference in prices is due to differences in species targeted, fishing methods used and choice of markets.

## Industry group

Eight-six per cent of the quantity of landings by the UK fleet in 2019 was landed by vessels in a Fish Producer Organisation (FPO)<sup>16</sup>. The largest FPO, Scottish FPO, accounted for almost 20 per cent of the quantity and value of fish landed by the UK fleet.

There is clear specialisation among some producer organisations to species targeted. For example, vessels in North Atlantic FPO, Lunar Group and Interfish primarily target pelagic species. Other FPOs are segregated more by region. For example, Wales and West Coast FPO and South Western FPO.

Over a third of UK vessels over 10 metres in length were in the non-sector (vessels without producer organisation membership). These vessels typically have limited access to fishing quota<sup>17</sup> and primarily target shellfish species, which are mostly non-quota stocks. In 2019 they caught around a third of all shellfish landed by the UK fleet. Vessels in the non-sector landed no pelagic species in 2019 and less than 1 per cent of demersal fish caught by the UK fleet.

Vessels 10 metres and under in length without producer organisation membership (the '10m and under pool') also landed relatively small quantities of demersal and pelagic species. Four fifths of their catch is shellfish. The fishing methods used by this sector and the different species targeted mean that they typically gain higher than average prices for their catch.

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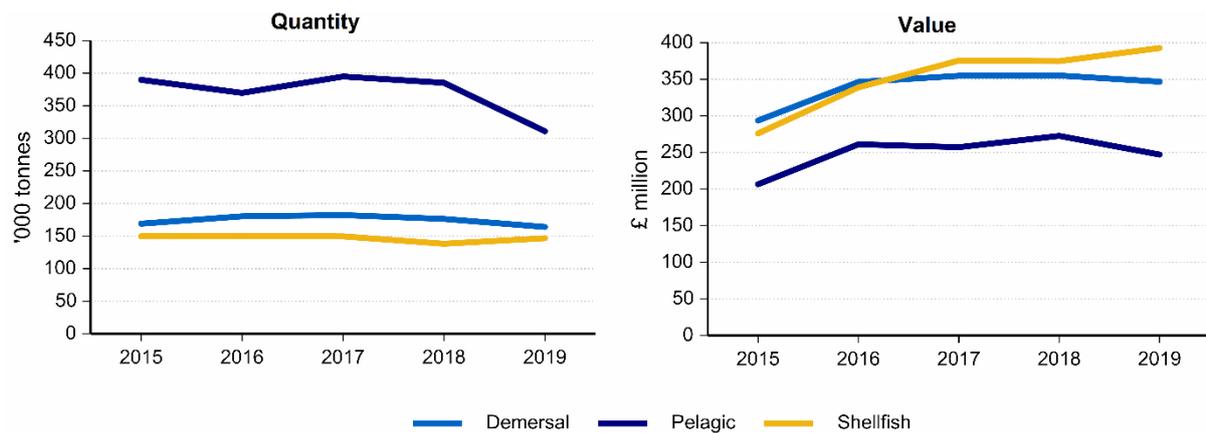
<sup>16</sup> Fish Producer Organisations (FPOs) are officially recognised bodies set up by fishery or aquaculture producers.

<sup>17</sup> The latest quota allocations for UK sea fisheries are available to download here: <https://www.gov.uk/government/publications/these-are-the-fishing-quota-allocations-for-2020-for-england-and-the-uk>.

## Species group

Figures reported here are landings by UK vessels into the UK and abroad.

**Figure 2.3: Pelagic landings by UK vessels account for half of the total quantity landed yet only 25 per cent of the value**

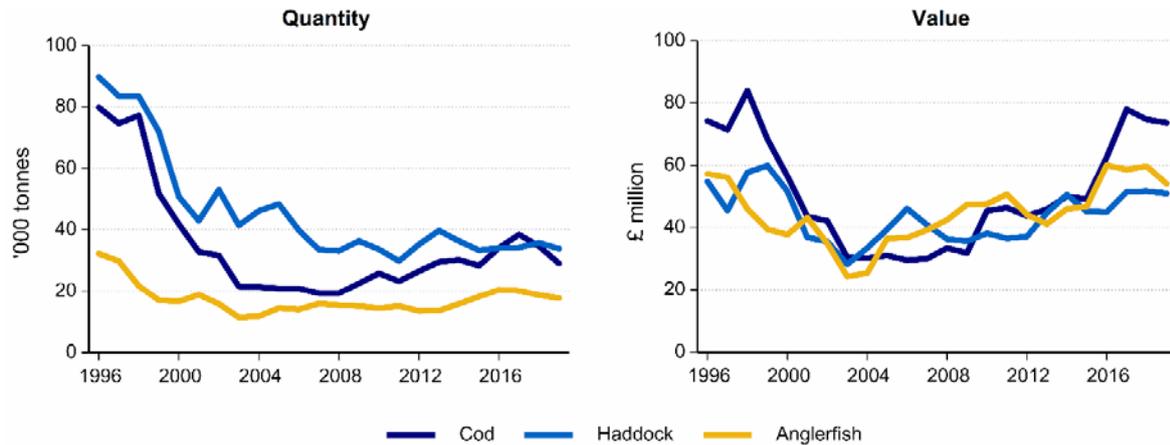


The quantity of landings of pelagic and demersal species decreased in 2019 compared to 2018. Pelagic landings were down 19 per cent and demersal down 7 per cent. The value of these landings decreased by 9 and 2 per cent respectively.

Landings of shellfish species increased between 2018 and 2019, by 6 per cent. The value of these landings decreased by 5 per cent.

## Demersal

**Figure 2.4: The value of landings by UK vessels by key demersal species saw an increase since 2003, while the quantity landed remains more stable**



Between 2018 and 2019, landings of cod fell by around 6 thousand tonnes (16 per cent). This was mainly driven by a reduction in the UK quota for key cod stocks, including e.g. North Sea Cod which was almost 6,000 tonnes less in 2019 compared to 2018, a reduction of 35 per cent.

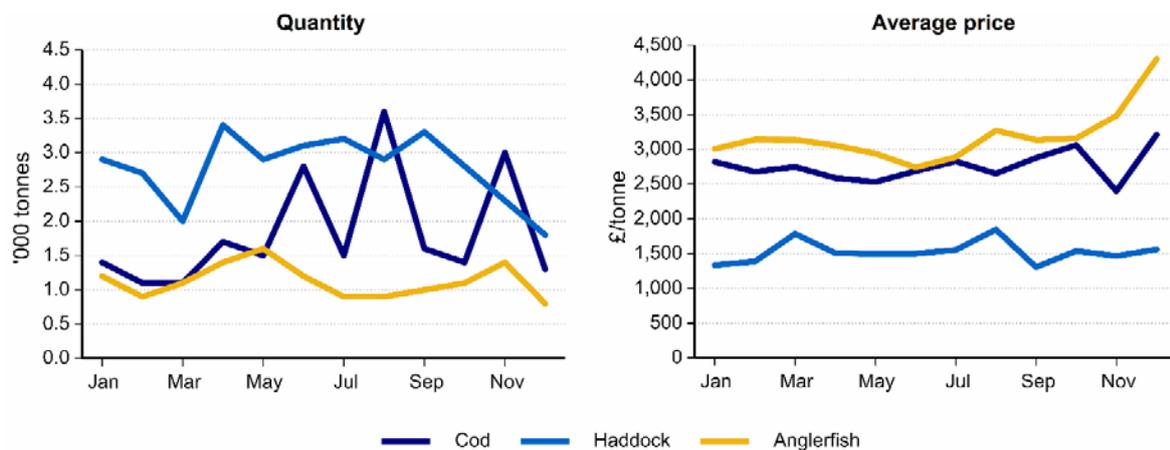
Landings of demersal species, particularly cod and haddock have fallen considerably since 1996. This follows the long-term declining trend reported since 1938<sup>18</sup>.

In 2019, landings of demersal fish were around a fifth of the quantity landed in 1970. The decline in landings of demersal fish has several causes, including reductions in fleet size, declining fish stocks and restricted fishing opportunities.

National and international regulations have limited demersal fishing activity in recent decades, through decommissioning of fishing vessels, reductions in quotas and fishing effort limits and other provisions of stock management plans.

<sup>18</sup> Table 2.7 – note this table includes landings into the UK by UK *and* foreign vessels.

**Figure 2.5: Across 2019 the highest prices for landings of demersal species by UK vessels were fetched in December when catches were lowest**



### Distant water

The distant water fleet refers to vessels that fish outside their own territories and often into other countries exclusive economic zones and international waters.

Landings of cod fluctuate more than haddock and anglerfish as the UK's distant water fleet target cod in e.g. Faroese waters. These large vessels can be out to sea for months and land huge volumes of fish at a time. This likely explains the spikes in quantity landed every couple of months.

Sole, turbot and bass all command the highest price of demersal species landed by the UK fleet, all fetching over £10,000 per tonne<sup>19</sup> in 2019. These high prices, particularly for sole and bass, are likely down to reduced supply following the introduction of the [Sole Recovery Zone](#) and restrictions placed on vessels fishing bass since 2015<sup>20</sup>.

### ICES rectangle

The International Council for the Exploration of the Seas (ICES) standardise the division of sea areas for analysis. Each ICES statistical rectangle is 30 min latitude by 1-degree longitude, which is approximately 30 nautical miles by 30 nautical miles. Note that the area of ICES rectangles varies because the Earth is a sphere.

ICES rectangles are amalgamated to create ICES areas. See [Annex A](#) for a guide to fishing areas. The following maps present landings of the UK fleet by ICES rectangle.

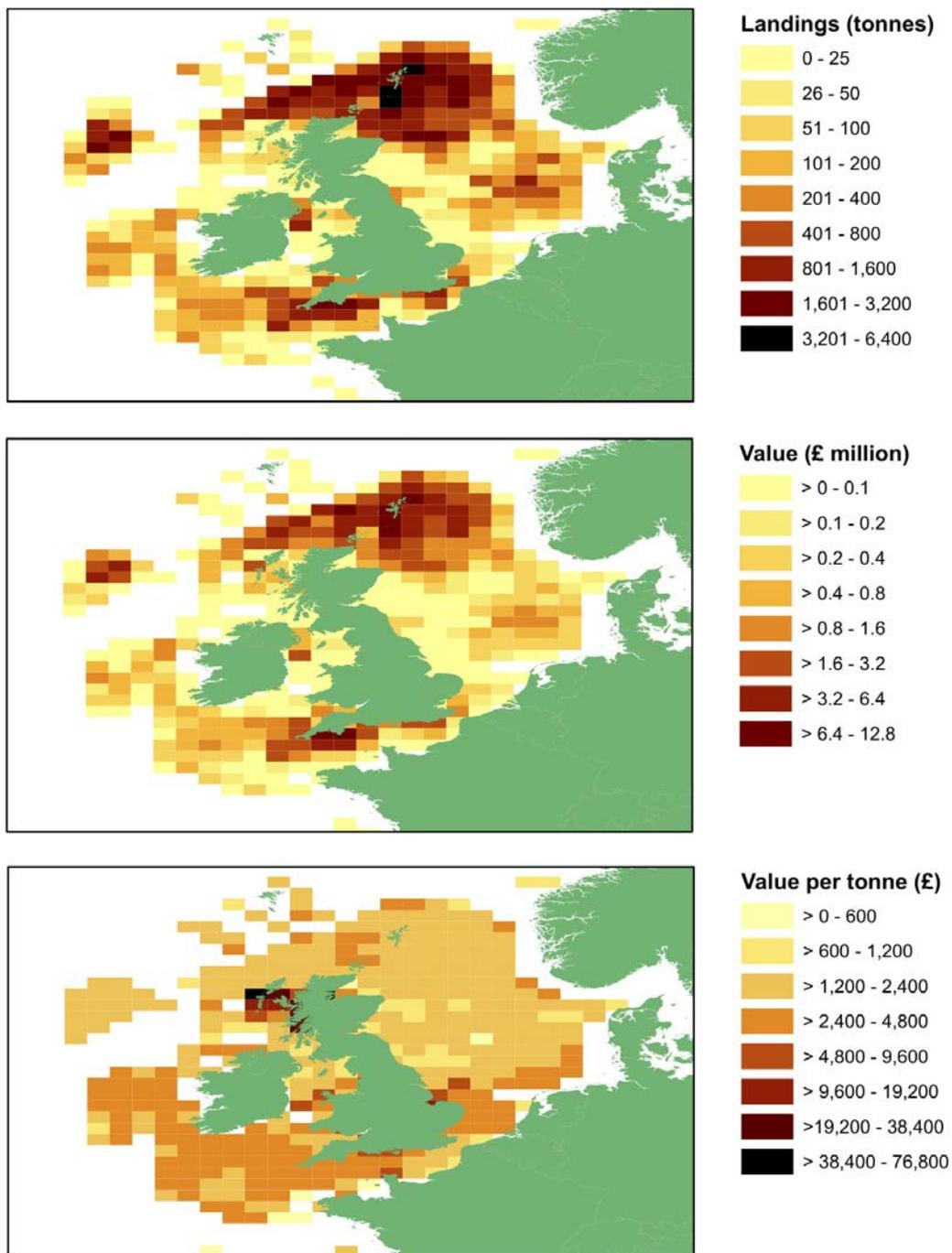
<sup>19</sup> Table 2.17

<sup>20</sup> <https://www.gov.uk/government/publications/bass-industry-guidance-2020>

## Landings of demersal species by the UK fleet in 2019 by ICES rectangle

Figure 2.6:

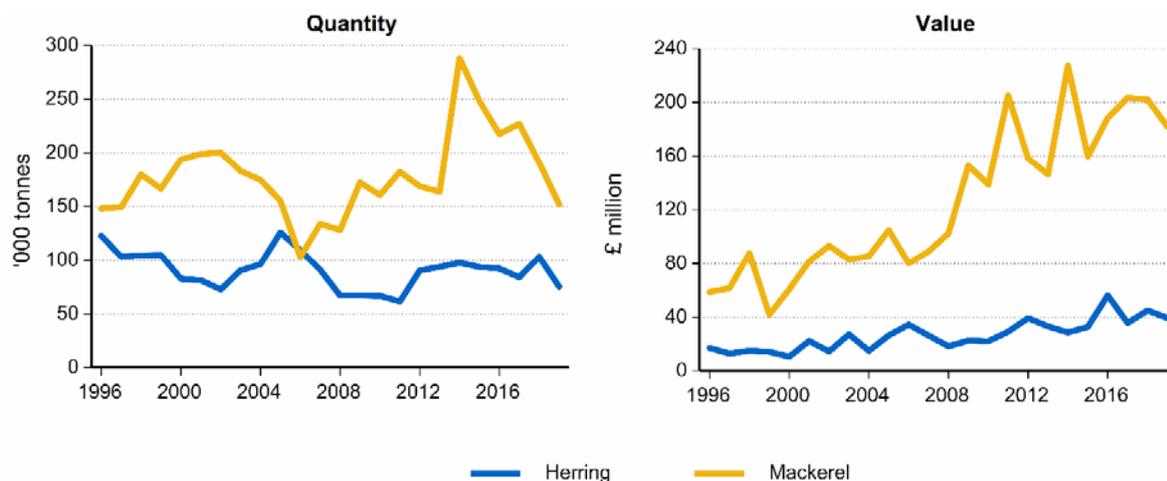
In 2019, the largest quantities and value of demersal species caught by the UK fleet were captured to the north-east of Scotland, in the central North Sea and in the English Channel. Demersal species with the highest average prices were captured by the UK fleet from waters to the south and west of the UK and Ireland, as well as the west coast of Scotland.



Contains Collins Bartholomew and ICES data © Collins Bartholomew copyright and database right 2020. © ICES Statistical Areas dataset 2015. ICES, Copenhagen.

## Pelagic

**Figure 2.7: Quantity and value of mackerel landings by UK vessels down compared to a year earlier**



The UK fleet catches more mackerel than any other species – over 150 thousand tonnes, 24 per cent of the total UK catch. Sixty per cent of mackerel landings by UK vessels are [landed abroad](#).

In 2014, landings of mackerel rose by around 75 per cent but reduced quotas have contributed to steep reductions in the past five years.

Landings of herring have not fluctuated as much as mackerel, as their quota limits have been more stable. Both mackerel and herring landings decreased between 2018 and 2019 (39 and 28 thousand tonnes respectively) but the value of these landings did not decrease so sharply, due to lower supply.

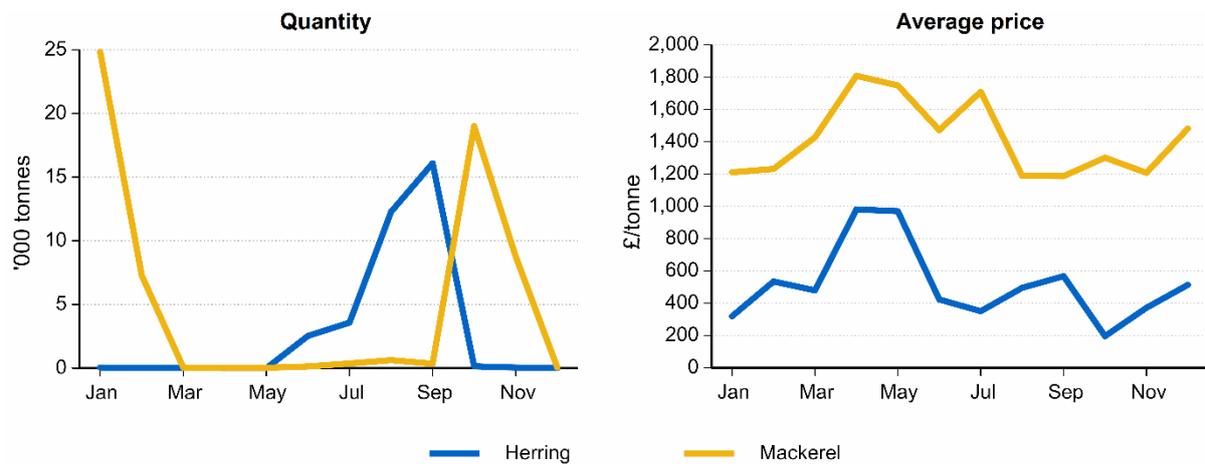
Blue whiting (another pelagic species) landings also decreased between 2018 and 2019, dropping by 17 per cent from 73 thousand tonnes to 61 thousand tonnes. This species is generally used for fish meal, but it is also exported to provide a relatively low-priced source of food.

The decrease in landings of pelagic species has been the main driver of the 11 per cent reduction in the quantity of landings between 2018 and 2019 at the UK level. This reduction is due to a reduction in their quota limits. Three key pelagic stocks saw by far the largest absolute decrease in annual quota between 2018 and 2019. West of Scotland mackerel decreased by 38 tonnes (20 per cent), North Sea herring by 24 thousand tonnes (30 per cent) and Northern blue whiting by 16 thousand tonnes (20 per cent).

Many pelagic species are under stock management plans with quotas. However, pelagic landings have not seen the same reduction as demersal species over the very long term. When compared to 1938<sup>21</sup>, pelagic landings in 2019 were 50 per cent lower, while demersal landings were down 80 per cent.

<sup>21</sup> Table 2.7

**Figure 2.8: Seasonal patterns of pelagic landings by UK vessels**



Mackerel is a winter fishery so large landings are seen annually in January and later in the year in October and November. Quotas had almost been exhausted by the end of the year, so catches were lower in December.

Eighty-five per cent of all mackerel landings into the UK by the UK fleet in 2019 were in those three peak months. The sources of these two peaks are different: the January peak is derived almost entirely from landings captured off the West of Scotland, while the mackerel landings later in the year come from a fishery in the Northern North Sea<sup>22</sup>. This North Sea fishery tends to attract higher prices.

A four-month period (June to September) accounts for 99 per cent of herring landed into the UK by the UK fleet. Landings in June and July came primarily from the Northern North Sea and were supplemented in August and September by fisheries in the West of Scotland and the Irish Sea.

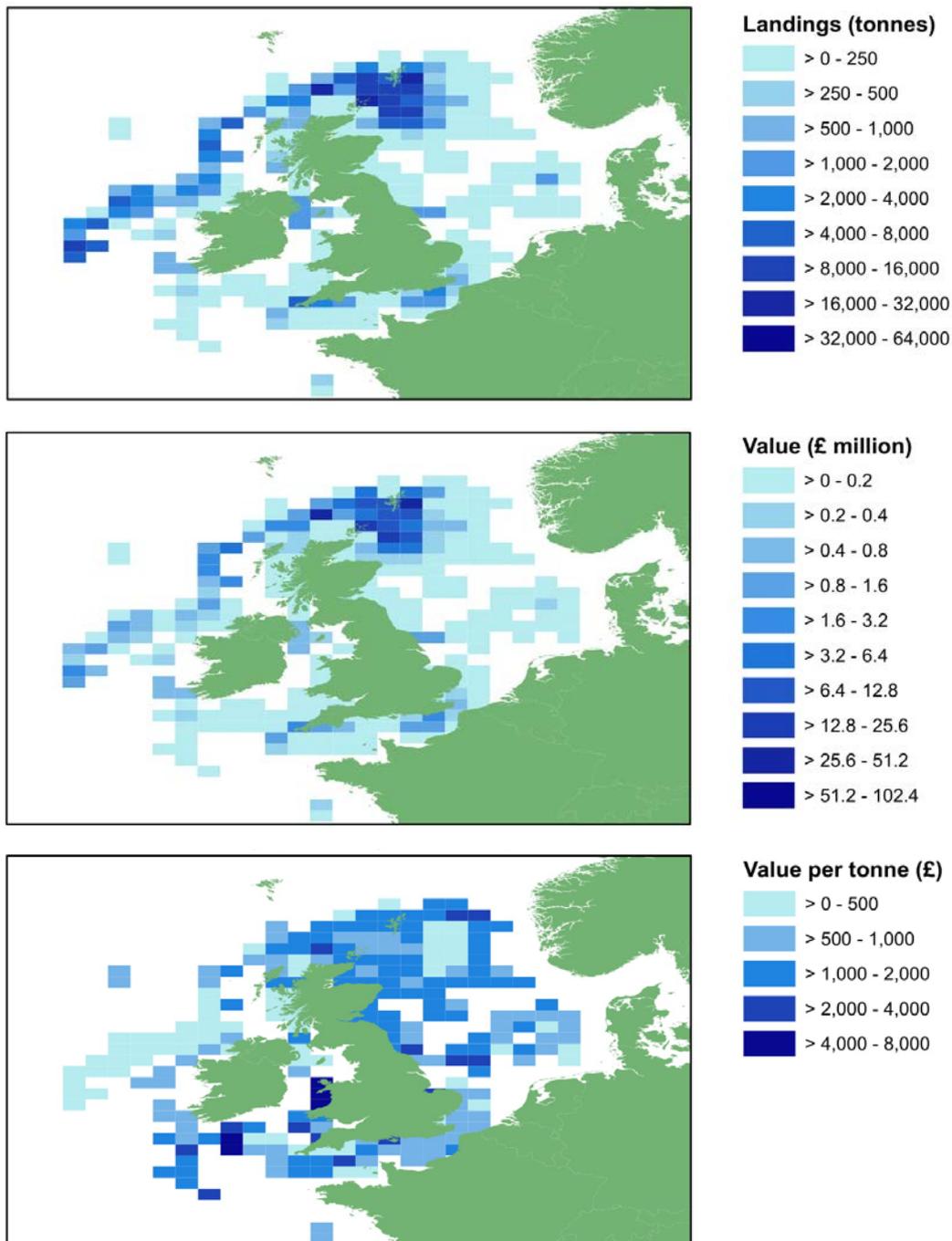
The following maps show landings of pelagic species by the UK fleet in 2019 by ICES rectangle of capture. Large quantities and values of pelagic species were captured from rectangles near Shetland and from the north coast of Scotland down to the north-west coast of Ireland.

<sup>22</sup> See Annex A for a map of fishing areas around the UK.

## Landings of pelagic species by the UK fleet in 2019 by ICES rectangle

Figure 2.9:

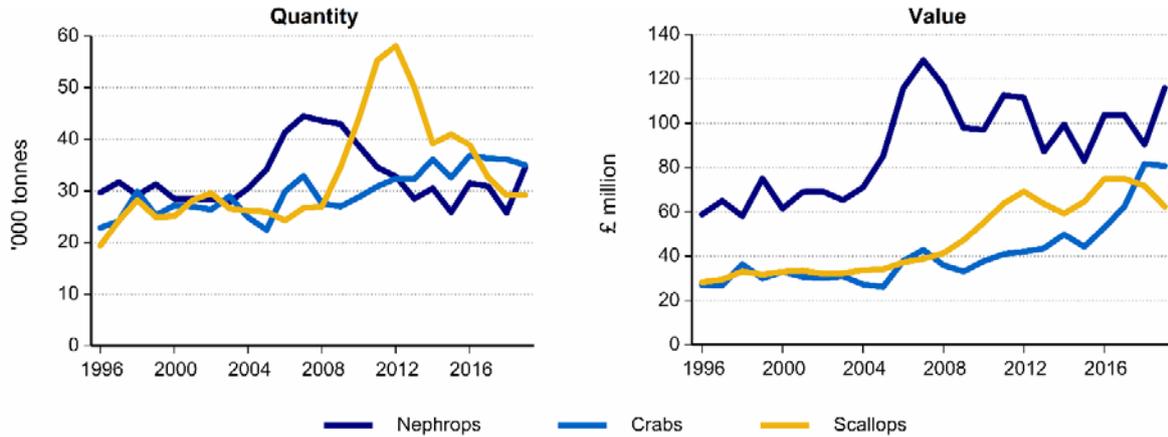
In 2019, the largest quantities and value of pelagic species caught by the UK fleet were captured from rectangles near Shetland and from the north coast of Scotland down to the north-west coast of Ireland. Price per tonne was more evenly spread across ICES rectangles, with the highest prices fetched closer to the coast.



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## Shellfish

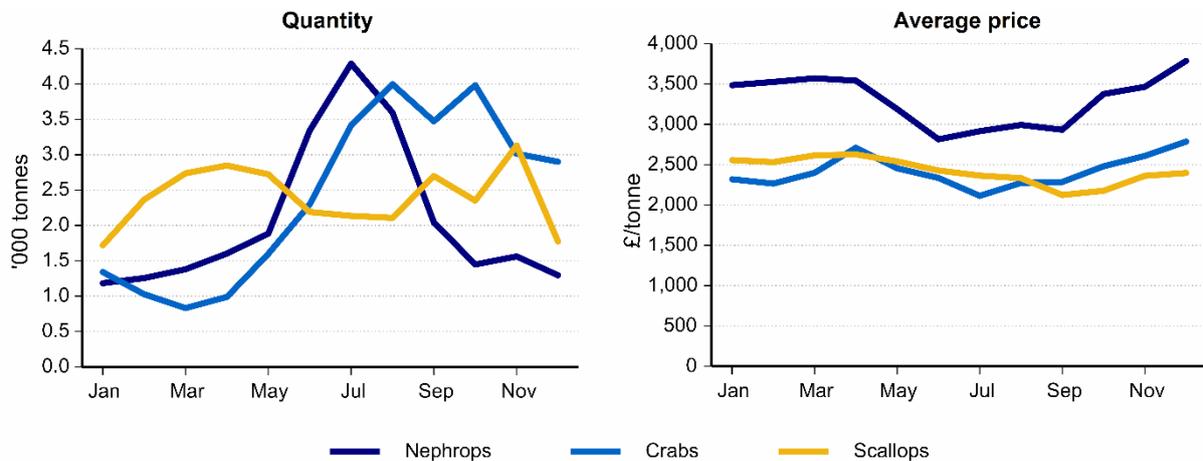
**Figure 2.10: Over the past 25 years, the quantity and value of key shellfish species landed by the UK fleet has increased**



Nephrops (also known as langoustine or Norway lobster) crabs and scallops are the main shellfish species landed by the UK fleet, accounting for two thirds of all shellfish landings in 2019.

Scallop landings more than doubled between 2008 and 2012, rising to a peak of 58 thousand tonnes. Landings have fallen in recent years to 29 thousand tonnes as some vessels have diversified into other fisheries. This diversification is partly driven by [effort](#) restrictions in place.

**Figure 2.11: Landings of shellfish species by UK vessels peak between July-September**



Over the last eighty years, landings of demersal and pelagic landings have decreased substantially (discussed above). In contrast landings of shellfish have increased by over 300 per cent, from 32 thousand tonnes to almost 140 thousand tonnes in 2019.

This is partly driven because, for shellfish species, quotas only apply to nephrops. Further, the increase in shellfish landings by the UK fleet is likely due to the industry diversifying into the shellfish sector, where there are often fewer restrictions on fishing opportunities.

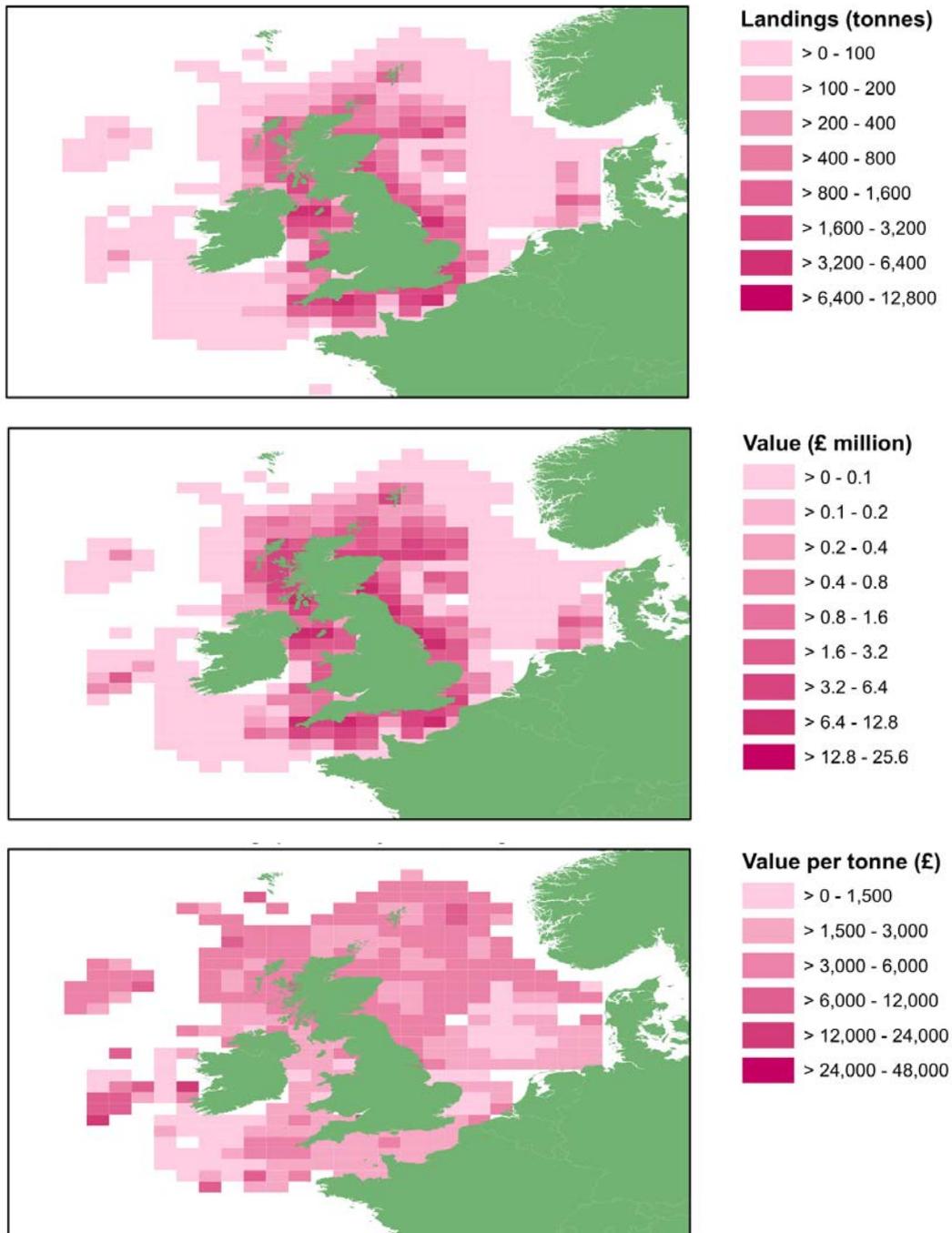
Another factor is improved reporting. A large proportion of shellfish landings are made by vessels 10 metres or under in length, for which there is no statutory obligation to complete a fishing logbook or landing declaration. Successive improvements in data collection for this sector in recent years, including the introduction of mandatory reporting of first sales of fish, may account for some of the increase in reported landings.

The following maps show landings of shellfish species by the UK fleet in 2019 by ICES rectangle of capture. In 2019, both the largest quantity and value of shellfish were captured in rectangles relatively close to the coast of the UK. However, shellfish species with high prices were typically captured in rectangles away from coastal areas.

## Landings of shellfish species by the UK fleet in 2019 by ICES rectangle

Figure 2.12:

In 2019, both the largest quantity and value of shellfish were captured in rectangles relatively close to the coast of the UK. However, shellfish species with high prices were typically captured in rectangles away from coastal areas.



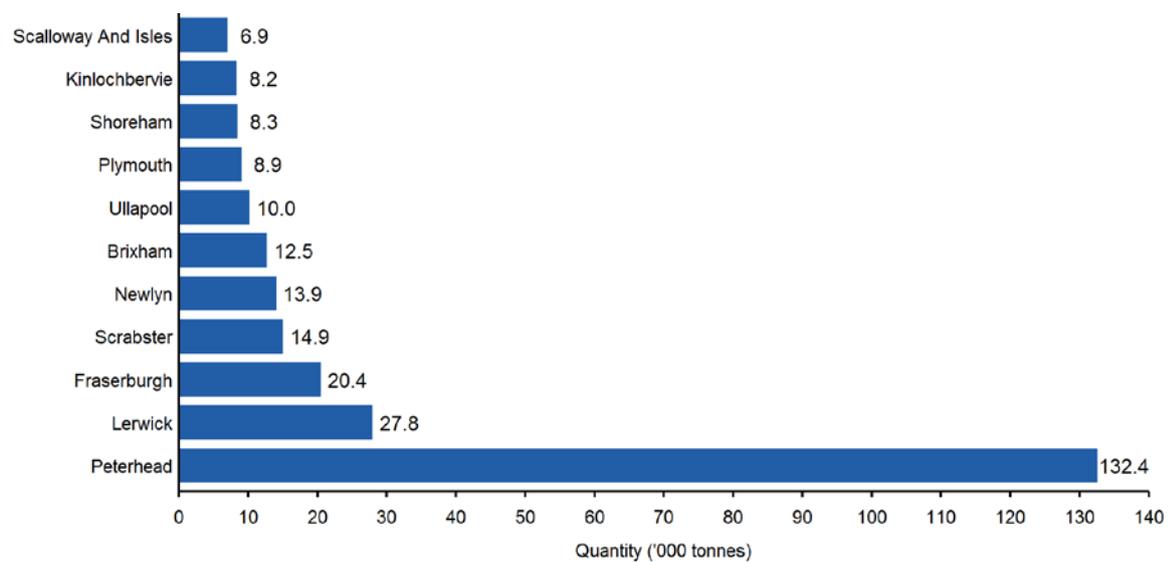
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## Port

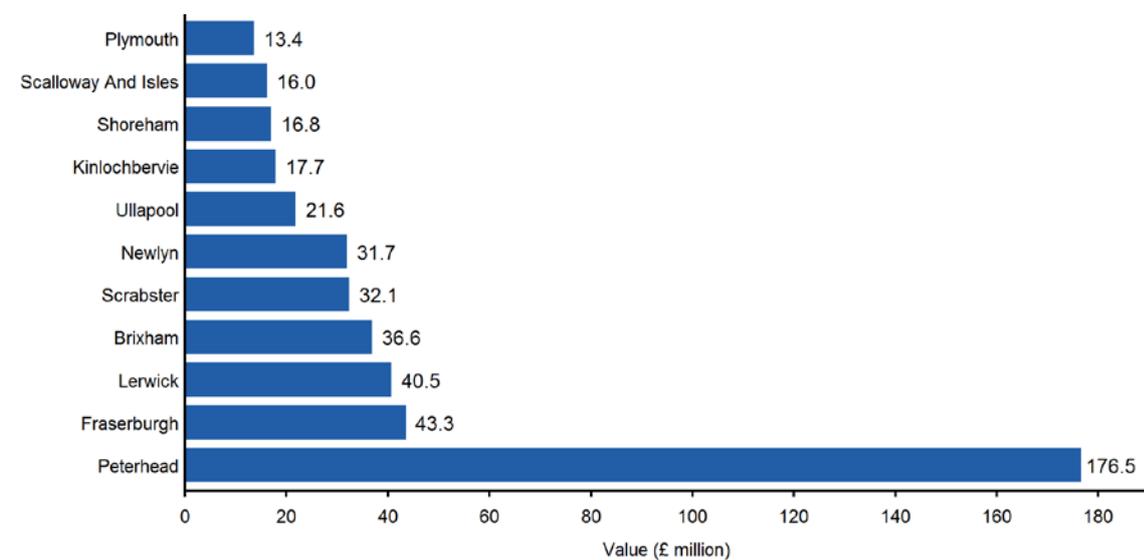
Peterhead continually tops the leader board for the largest port, with Lerwick and Fraserburgh in second and third place. These ports are all in Northern Scotland. In England, Newlyn was the port with the highest quantity of landings while Brixham had the highest value of landings.

**Figure 2.13: By far Peterhead is the port with the majority of landings**

*Quantity ('000 tonnes)*

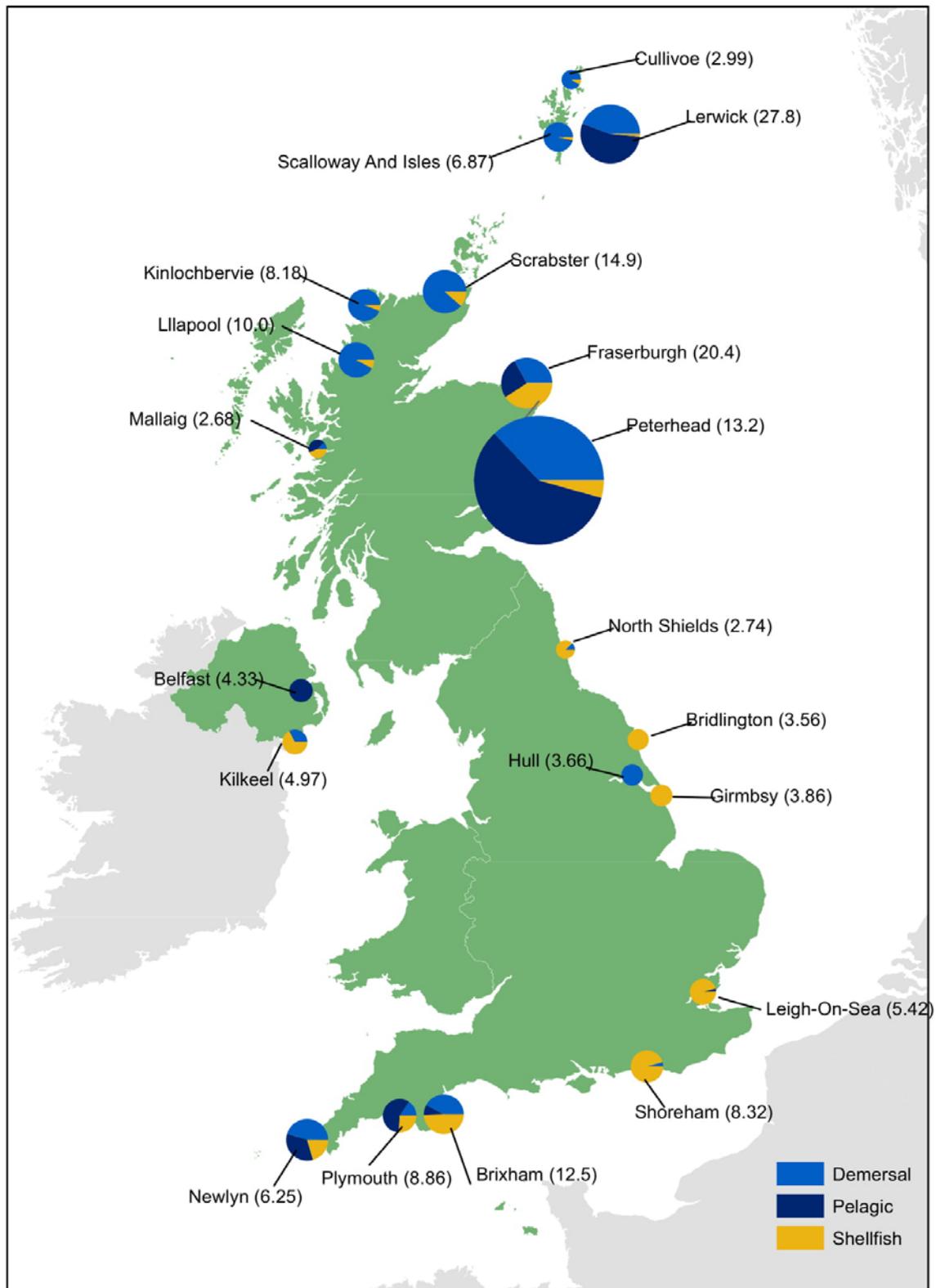


*Value (£ million)*



**Figure 2.14: The top English ports comprise mainly high value shellfish and demersal species, while major Scottish ports see larger volumes of pelagic fish landed**

*Landings into the top 20 UK ports by UK vessels: 2019 ('000 tonnes)*



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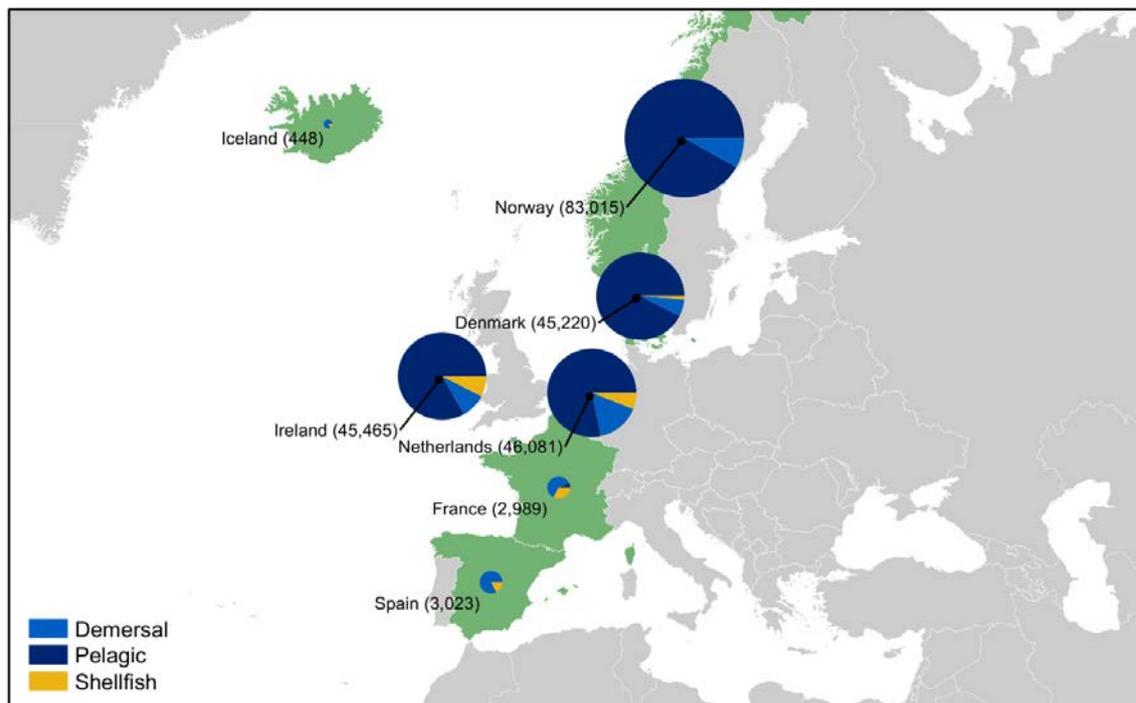
Seventy per cent of all landings by UK vessels into Scotland were into Peterhead, Lerwick and Fraserburgh in Scotland. Contrastingly, landings into Newlyn, Brixham and Plymouth (the top 3 English ports) form only a third of landings into England, with the remaining landings more evenly spread around the English coast.

Landings into Peterhead, Lerwick and Fraserburgh fetch a relatively low price per tonne because these ports which specialise in relatively lower value pelagic species. The decrease in landings of pelagic species at a UK level, driven mainly by a reduction in quota, has had the greatest impact on the three top UK ports. These three ports account for 83 per cent of all landings of pelagic species by UK vessels into the UK.

## Landings abroad by the UK fleet

**Figure 2.15: Most landings abroad by the UK fleet were into Norway (83 thousand tonnes)**

*Landings abroad by UK vessels by country of landing: 2019 (tonnes)*



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In total in 2019, UK vessels landed 231 thousand tonnes of fish abroad. This is 37 per cent of the total quantity of fish landed by UK vessels and represents 23 per cent of the value of all fish landed by UK vessels.

This is a decrease of 15 per cent (40 thousand tonnes) on a year earlier. Most of this decrease is driven by a reduction in the quantity of mackerel and herring landed abroad because of the reduction in quotas. Landings of these two key pelagic species consistently make up 60 per cent of all landings abroad with most being landed into Norway.

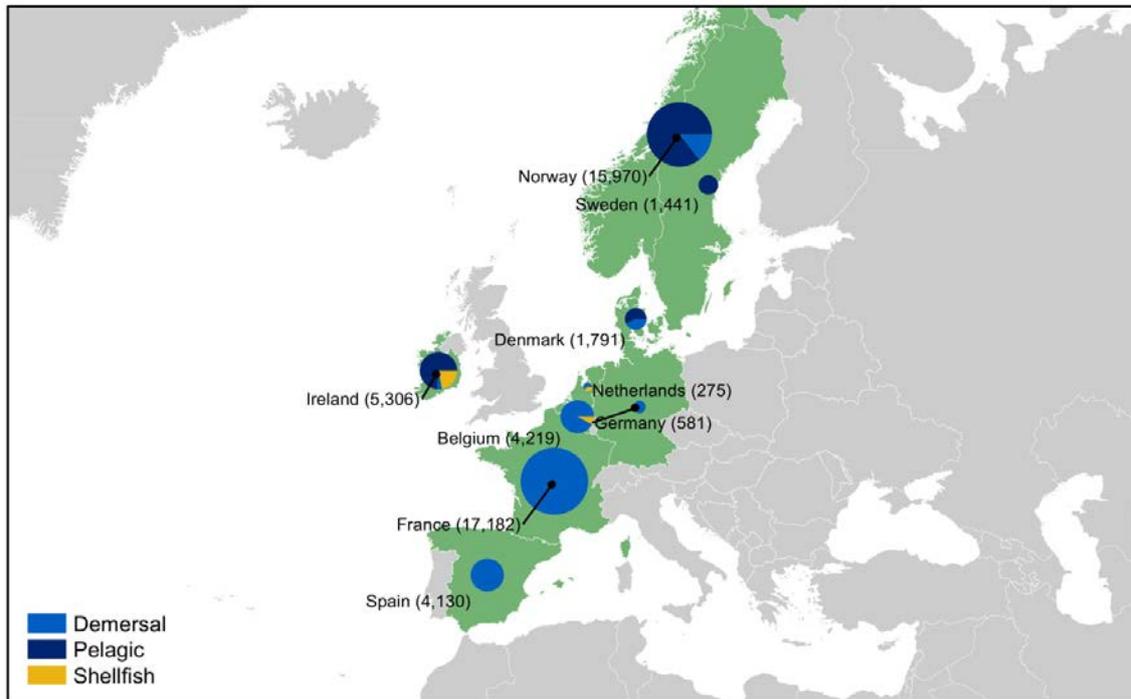
Pelagic species fetch a lower price than most demersal and shellfish species which explains the 14-percentage point difference between the quantity and value landed abroad for pelagic species.

Forty-six thousand tonnes were landed by UK vessels into the Netherlands. A small number of the UK registered fishing fleet is in Dutch economic ownership; landings by these vessels contribute to the large quantities of fish landed into the Netherlands.

## Landings into UK ports by foreign vessels

**Figure 2.16: Most landings into UK ports by the foreign fleet were Norwegian vessels**

*Landings into the UK by foreign vessels by vessel nationality: 2019 (tonnes)*



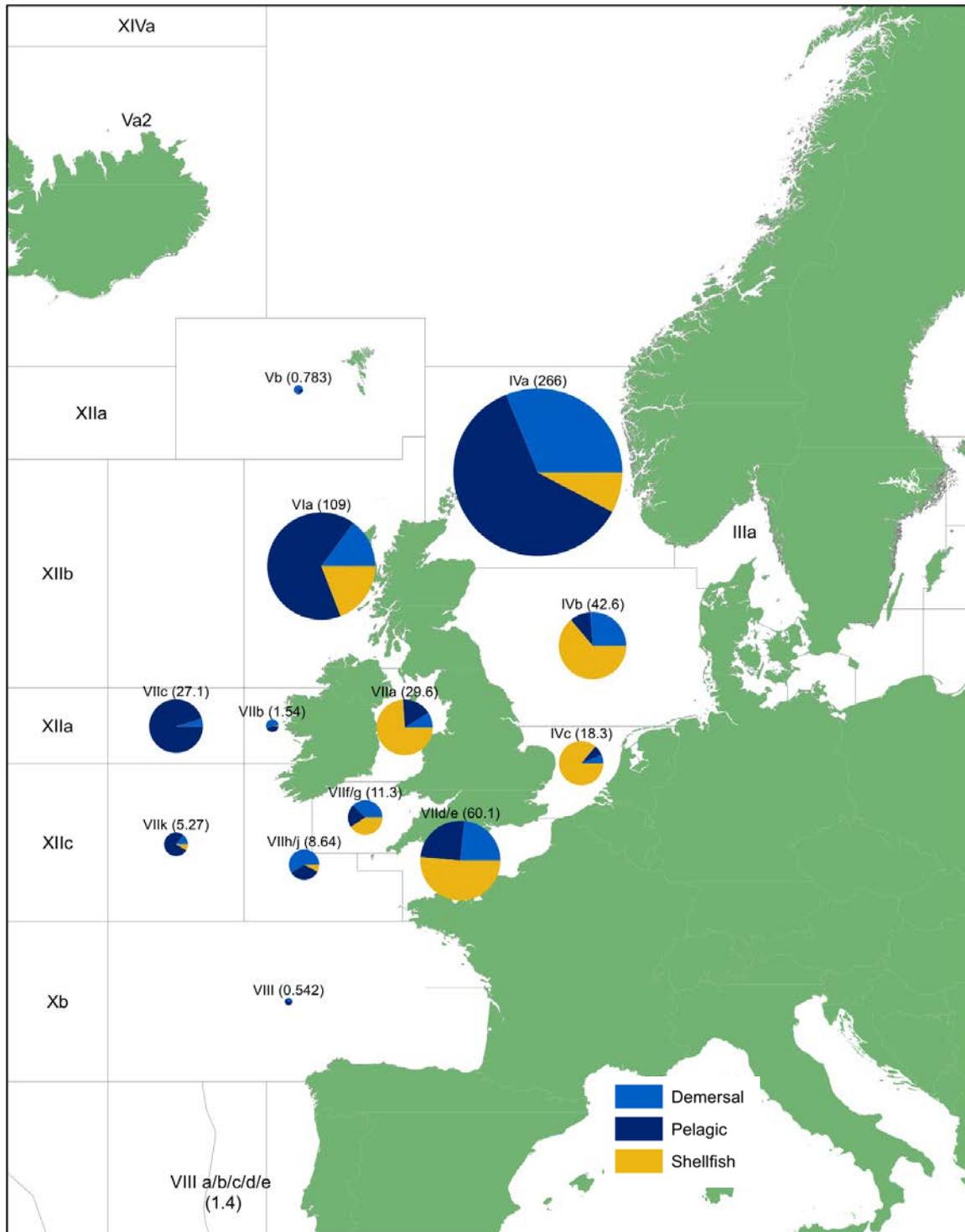
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In 2019, 51 thousand tonnes of fish were landed into the UK by foreign vessels, down 5 per cent on 2018. Almost 60 per cent (29 thousand tonnes) of fish landed into the UK by foreign vessels are demersal. Most of the remainder is pelagic landings (20 thousand tonnes) and a small amount of shellfish, less than 2 thousand tonnes.

## Area of capture

**Figure 2.17<sup>23</sup>: 43 per cent of landings by UK vessels are from the Northern North Sea**

*Landings into the UK and abroad by area of capture: 2019 ('000 tonnes)*



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<sup>23</sup> See Annex A for a map of ICES areas and a key to fishing areas.

Different sea areas yield different proportions of species<sup>24</sup>.

- 50 per cent (83 thousand tonnes) of the demersal fish landed by the UK fleet is from the Northern North Sea
- 52 per cent (162 thousand tonnes) of pelagic fish landed by the UK fleet is from the Northern North Sea
- 21 per cent (31 thousand tonnes) of shellfish landed by the UK fleet is from the English Channel

Typically, shellfish landings form a high proportion of landings from enclosed sea areas with large coastal stretches (Irish Sea, Bristol Channel, English Channel and the Southern North Sea), while pelagic species form the majority of landings from open waters such as the West of Scotland, Northern North Sea, West of Ireland And Porcupine Bank.

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<sup>24</sup> Table 2.8

## Fishing gear

### Gear

Different types of fishing gear are used to catch different species of fish. A single vessel can use several gears, or individual vessels may be more specialised.

Gears can be grouped several ways. One grouping is active versus passive. Active gears *follow* the target fish while target fish *come to* passive gears which remain in one place.

### Active gears

- *Beam trawlers* target fish on the seabed by towing a net from either side of the boat.
- *Demersal trawlers* fish along or just above the seafloor to catch demersal fish. A funnel-shaped net is towed behind one or two boats.
- *Dredges* are rigid structures that are towed along the seabed by a boat. They are used to target shellfish species such as scallops and oysters.
- *Seine* netting uses a net that is vertical in the water. Demersal seines target bottom dwelling fish while pelagic seines target fish that inhabit the water column.

### Passive gears

- *Drift and fixed nets* usually target pelagic fish and hang in the water column. They are suspended from buoys or the seabed.
- *Gears using hooks* attract fish by placing bait on a hook fixed to the end of e.g. a line.
- *Pots and traps* are rigid structures into which fish, mainly shellfish, are enticed through funnels that are hard to escape from.

Most (87 per cent in 2019) of fish landed by UK vessels is captured using active gears. Ninety-nine per cent of pelagic fish were caught using active gears and 91 per cent of demersal fish. Just under half of all shellfish were caught using passive gears, mainly pots and traps.

The type of gear used can make a difference to the average price of fish. For demersal species, the average price of fish captured using passive gears is higher than for active gears. Price differentials are also observed between different gears of the same class. For example, shellfish caught using demersal trawls and seines are sold at a higher average price than dredges.

This variation in prices partly reflects the different species caught by different gears. For example, demersal trawls and seines capture the majority of the nephrops landed by the UK fleet, while the bulk of the landings from dredges are scallops, which sell at a lower average price. However, there can also be a premium attached to the method by which the fish are captured. This is driven partly by consumer choice around the environmental impact of different gears.

## Landings by quota stock

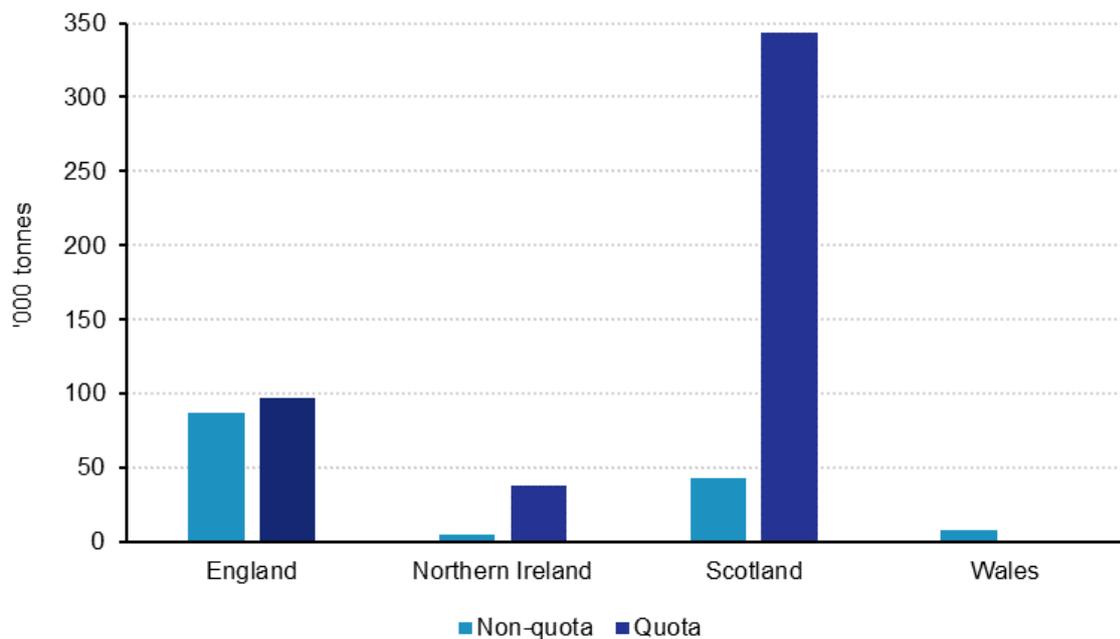
### Quota allocations and management

Quota is allocated to the sector (Fish Producer Organisations) and the non-sector. The non-sector is split into two categories based on vessel length – over 10 metre and under 10 metre.

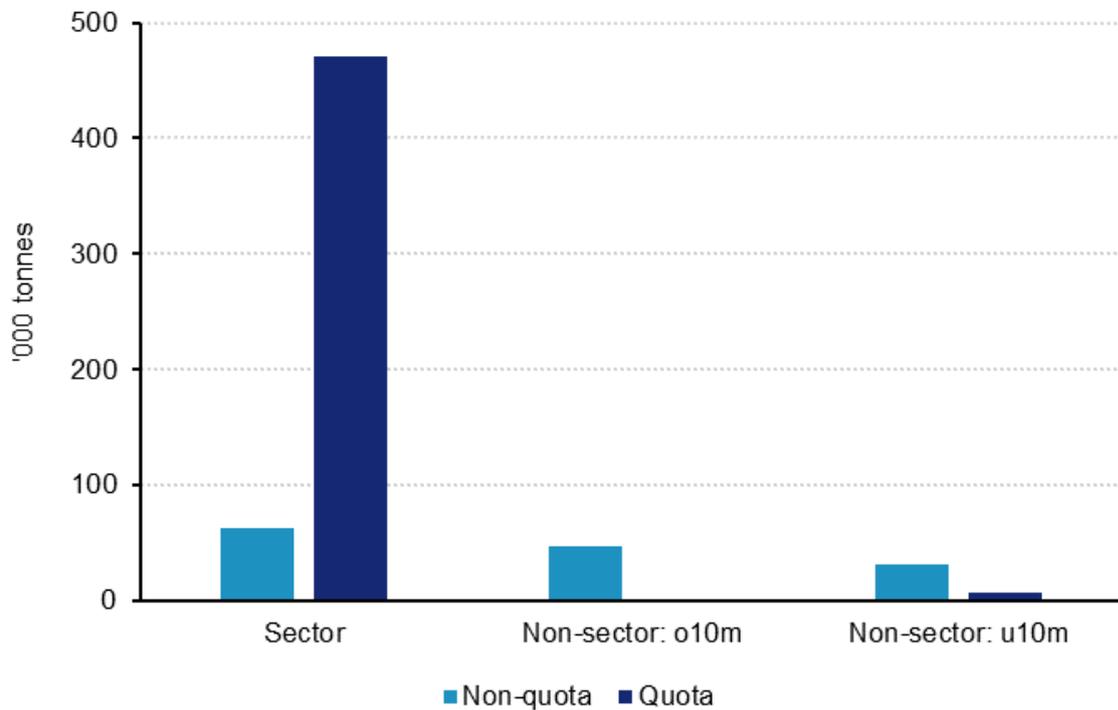
For the non-sector, each UK nation holds their quota and manages uptake via catch limits. Individual Fish Producer Organisations are responsible for managing their members quota.

Landings of quota species make up 77 per cent of the total quantity of landings by the UK fleet and two-thirds of the value.

Figure 2.18: Scottish vessels land 72 per cent of UK landings of quota species



**Figure 2.19: Vessels in a Fish Producer Organisation land 98 per cent of the landings of quota species by UK vessels**



Quota allocations are primarily based on Fixed Quota Allocation (FQA) units<sup>25</sup>. These are mainly held by vessels in the sector based on their fishing track record of catching quota species. The non-sector is therefore allocated a small proportion of the total UK quota and their landings of quota species are therefore less.

Landings of non-quota species by the non-sector (both under and over 10 metres) are 9 times higher than landings of quota species. Non-quota species include almost all commercial shellfish species, nephrops being the exception.

In [Annex B](#), the full breakdown of landings of quota and non-quota species by UK nation and sector versus non-sector can be found.

<sup>25</sup> <https://www.fqaregister.service.gov.uk/>

**As of the 1 February 2020 the UK left the European Union. As this publication relates to UK sea fisheries in 2019 when the UK was a member of the European Union, the following text and associated tables refer to the UK as an EU member state.**

### **Quota reporting**

The quota limits for the UK are a share of the total quota available across EU member states. All member states are required to report their landings to the EU Commission.

Table 2.12 (available on gov.uk) details the adapted quota, catches and uptake for most stocks fished by EU vessels.

**Adapted quota** is the quota each member state holds at the end of the year. This can be different to the quota allocated to each country at the start of the year if international quota swaps, where quota is traded between countries, have taken place.

**Catches** is the landings in tonnes reported by each member state.

**Uptake** is measured as a percentage. Where this is over 100 per cent, this means that member state has overfished their share and will be subject to deductions.

The shares of the quota held by each member state vary considerably across stocks which in turn affects the landings profile across member states.

In 2019 and consistent with the pattern seen in other years, the UK had a particularly high uptake for many cod, herring and mackerel stocks – close to or over 100 per cent for some stocks. Conversely, there are some stocks which the UK has quota for but catches very little. For example, Faroese stocks like saithe and redfishes have an uptake below 10 per cent.

In 2019, the UK landed 92 per cent (22 thousand tonnes) of all North Sea Haddock<sup>26</sup> caught across EU member states and 85 per cent (19 thousand tonnes) of all North Sea Nephrops<sup>27</sup>.

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<sup>26</sup> Stock code: HAD/2AC4

<sup>27</sup> Stock code: NEP/2AC4-C

# Section 3: Effort

Fishing effort

Over 10m fleet

Sole recovery Zone

Western Waters



## Section 3: Effort

View the tables accompanying this section here:

<https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

Effort statistics are also updated monthly here:

<https://www.gov.uk/government/collections/effort-use-statistics>

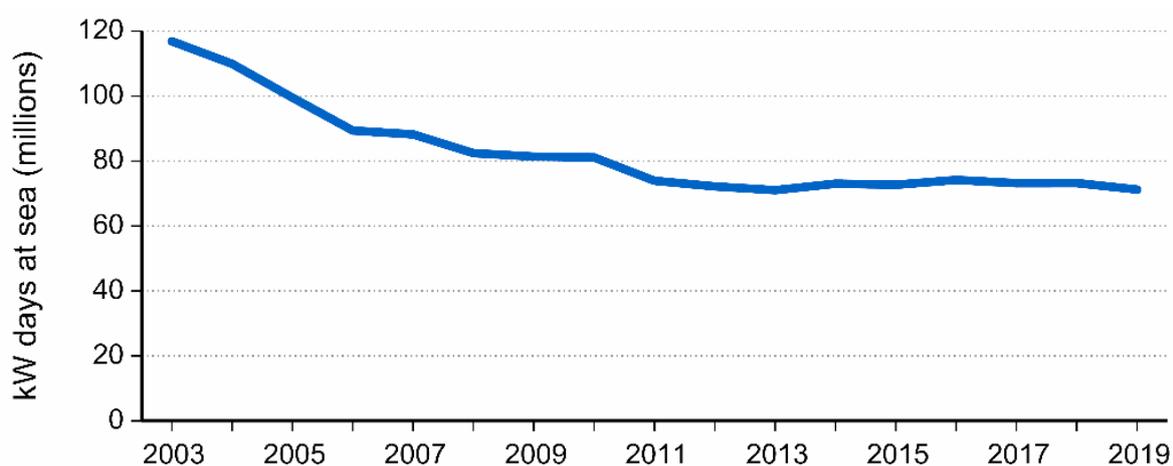
### Over 10 metre fleet

#### Effort

Fishing effort captures the time vessels spend fishing. One measure of this is days at sea. Another measure is kW days at sea, which considers both the time vessels spend fishing *and* the power (kW) of the vessel's engine.

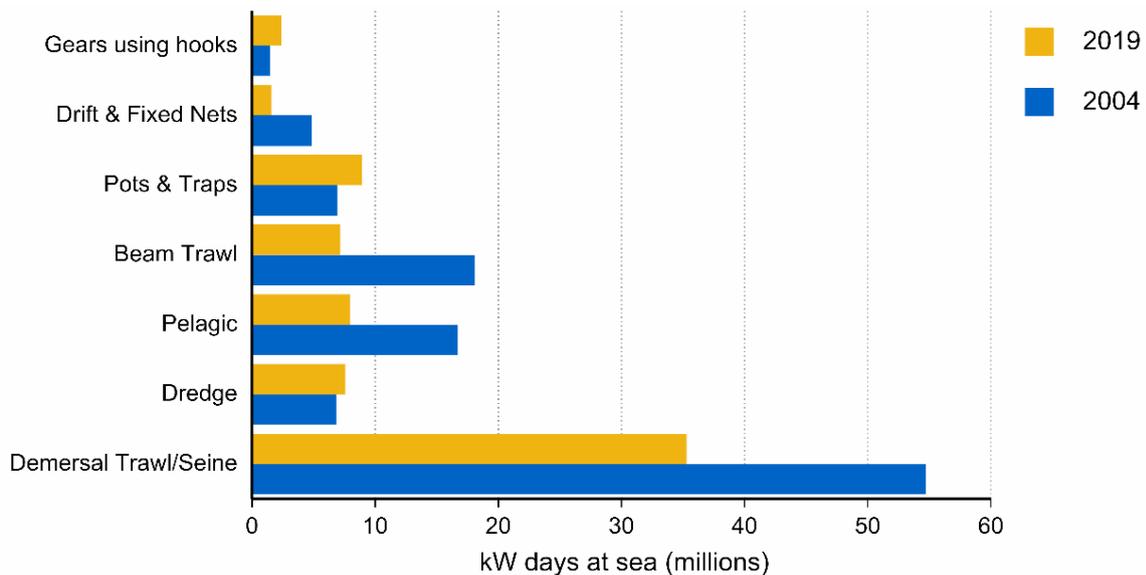
Effort restrictions are one of the ways fish stocks are managed. Limiting the number of days vessels can fish restricts their fishing opportunities.

**Figure 3.1: Since 2003, fishing effort<sup>28</sup> by the over 10m fleet has decreased by 35 per cent**



<sup>28</sup> kW days at sea, table 3.4 kW days.

**Figure 3.2: Most of the reduction in effort is driven by a decline in effort of the demersal trawl and seine segment**



Effort by the demersal trawl and seine segment of the fleet fell by 36 per cent between 2004 and 2019, to 35 million kW days at sea. The beam trawl segment, which has relatively lower levels of effort (7 million kW days at sea) fell by 60 per cent over the same period.

This reduction in effort in the demersal trawl and seine segment was largely due to decommissioning exercises carried out by UK fisheries administrations between 2001-2002 and 2003. The latter focussed on removing fleet capacity targeting cod in the Cod Recovery Zone (a combination of North Sea, West of Scotland and Irish Sea fishing areas<sup>29</sup>) and was particularly focussed on vessels that used demersal trawls for whitefish.

A further exercise was carried out to remove excess beam trawl fishing capacity in the Western Channel fishing area<sup>34</sup> as part of the recovery regime for sole. This removed eight vessels previously active in the area.

<sup>29</sup> See Annex A for a map of fishing areas around UK waters.

## Sole Recovery Zone

### Sole Recovery Zone (SRZ)

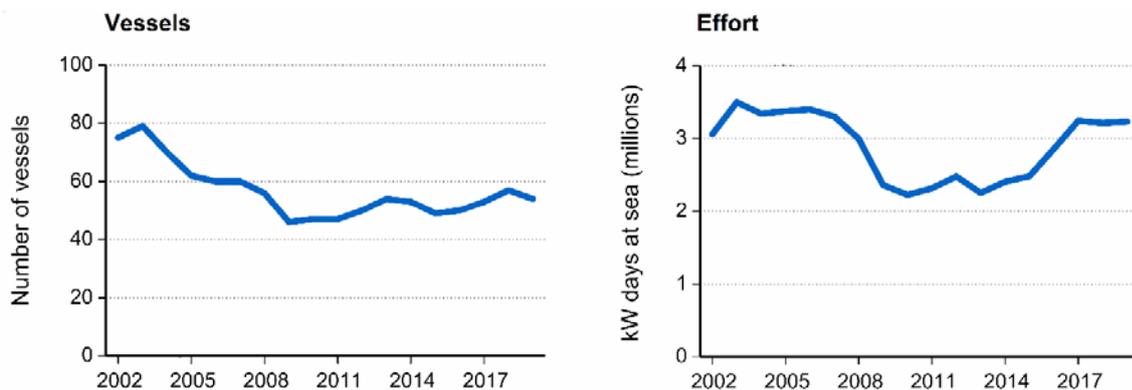
As part of the measures for recovery of sole stocks, a Sole Recovery Zone was established from 2004 to apply effort controls to vessels of 10 metres or over using certain gears (including beam trawls) in the Western Channel<sup>30</sup>.

The Marine Management Organisation controls effort in the Western Channel by allocating days for fishing with these gears to eligible vessels.

Since the implementation of the SRZ in 2004, the number of vessels beam trawling in the Sole Recovery Zone fell dramatically, as did effort, before stabilising.

Reasons for this may include the effect of decommissioning schemes as well as reduced fishing opportunities owing to effort and quota controls. However, effort has increased considerably in recent years, approaching pre-2008 levels.

**Figure 3.3: The number of vessels and effort of beam trawls in the SRZ has increased in the last decade**



<sup>30</sup> <https://www.gov.uk/government/publications/manage-your-fishing-effort-sole-recovery-zone/sole-recovery-zone-rules>

## Western Waters

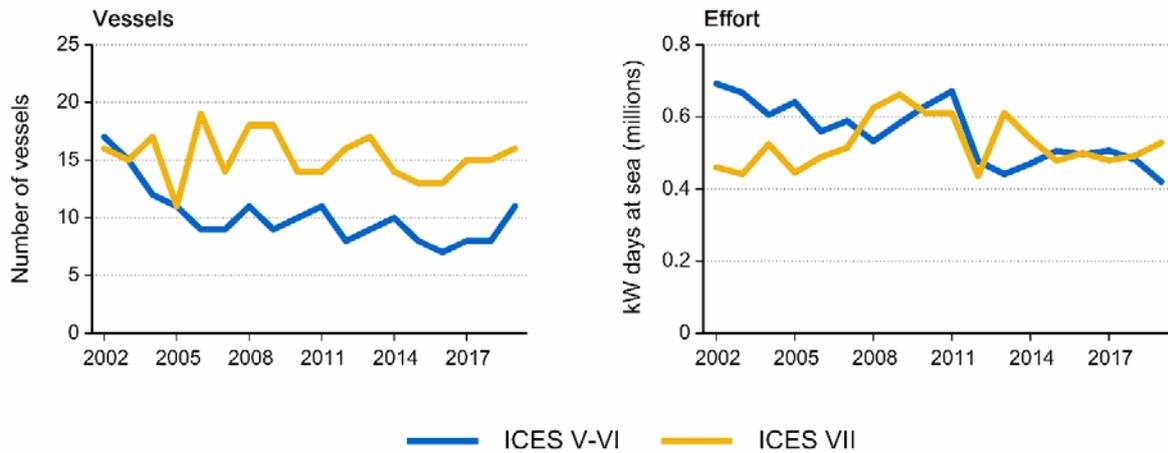
### Western Waters

To prevent growth in fishing activity in the sea areas to the west of the UK, Ireland, Spain, Portugal and Morocco, an area (the 'Western Waters') was established from November 2003 in which fishing effort is limited.

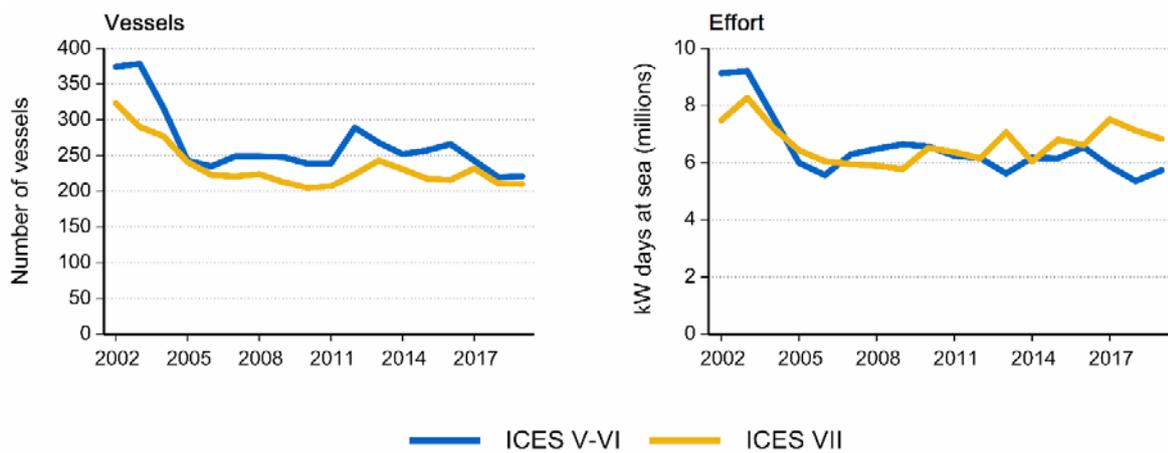
Trips targeting edible crabs and spider crabs, demersal species and scallops are covered by the Western Water effort regime.

All graphs below relate to activity in the Western Waters. For details on the ICES areas referred to in the legends below, please see [Annex A](#) which is a map of fishing areas around the UK.

**Figure 3.4: Trips targeting crabs<sup>31</sup> have fluctuated since 2002**



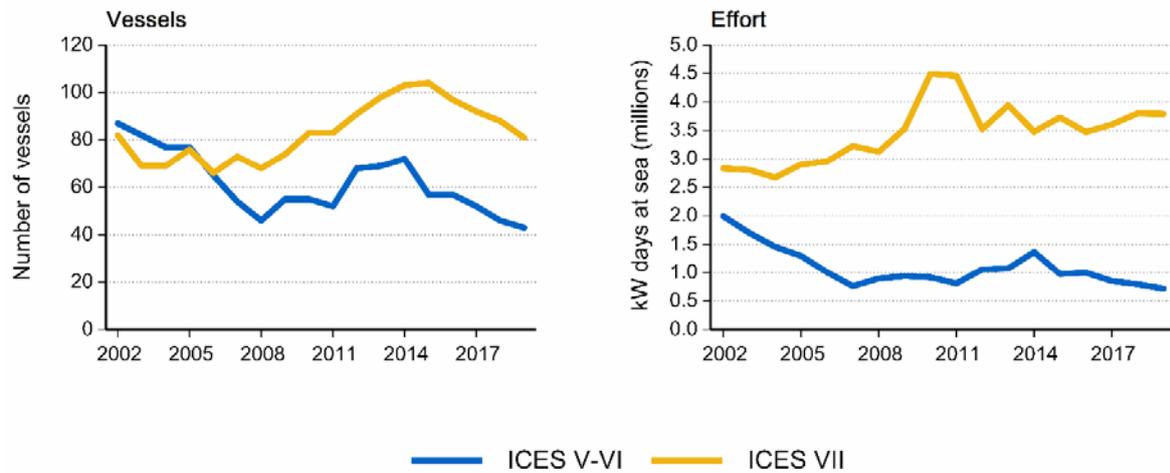
**Figure 3.5: Trips targeting demersal species have fallen since 2003 and are more stable in recent years**



The decrease since 2003 in trips targeting demersal species is partly attributed to decommissioning schemes and limited fishing opportunities due to effort and quota controls. For ICES sub-area VII the number of vessels active in this area fell by around a third although effort is now approaching 2002 levels.

<sup>31</sup> Edible crabs and spider crabs.

**Figure 3.6: Since 2003 trips targeting scallops decreased in ICES areas V-VI but have increased in ICES area VII**



From 2003 to 2019, the number of vessels targeting scallops in ICES areas V and VI decreased by close to half while the number of vessels in ICES area VII increased. Over the same period, effort in ICES area V-VI fell by around 60 per cent, while effort in ICES area VII increased by a third.

This increase is partly due to diversion of activity from other sea areas as well as increased activity by vessels already fishing in ICES area VII.

# Section 4: Trade

Trade

Imports and exports

Inflation

Contribution of fishing to GDP



## Section 4: Trade

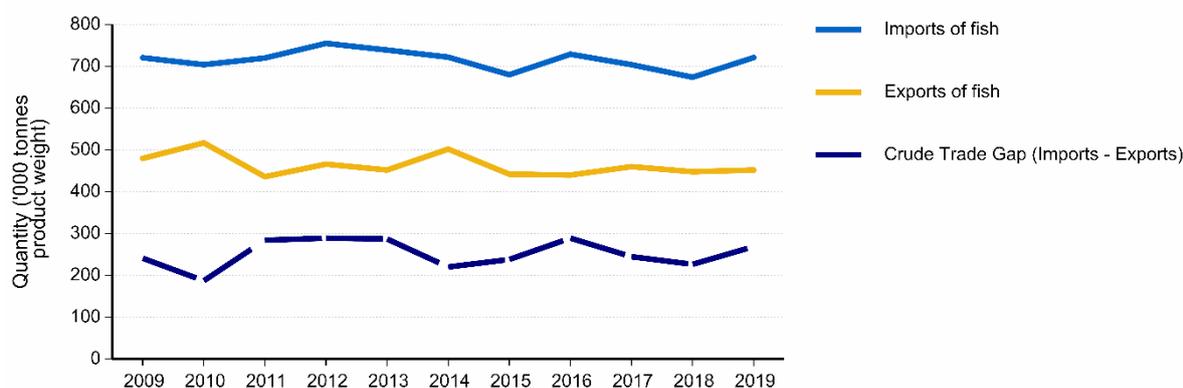
View the tables accompanying this section here:

<https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>.

In this section, MMO landings data is provided in terms of *landed weight* to enable comparison with the trade data. In previous sections, mainly [Section 2: landings](#), MMO landings data is reported in terms of *live weight* which is the weight of the live fish caught from the sea. Landed weight is sometimes smaller if fish are processed (e.g. gutted or shelled) on board a ship prior to being landed.

### Imports and exports

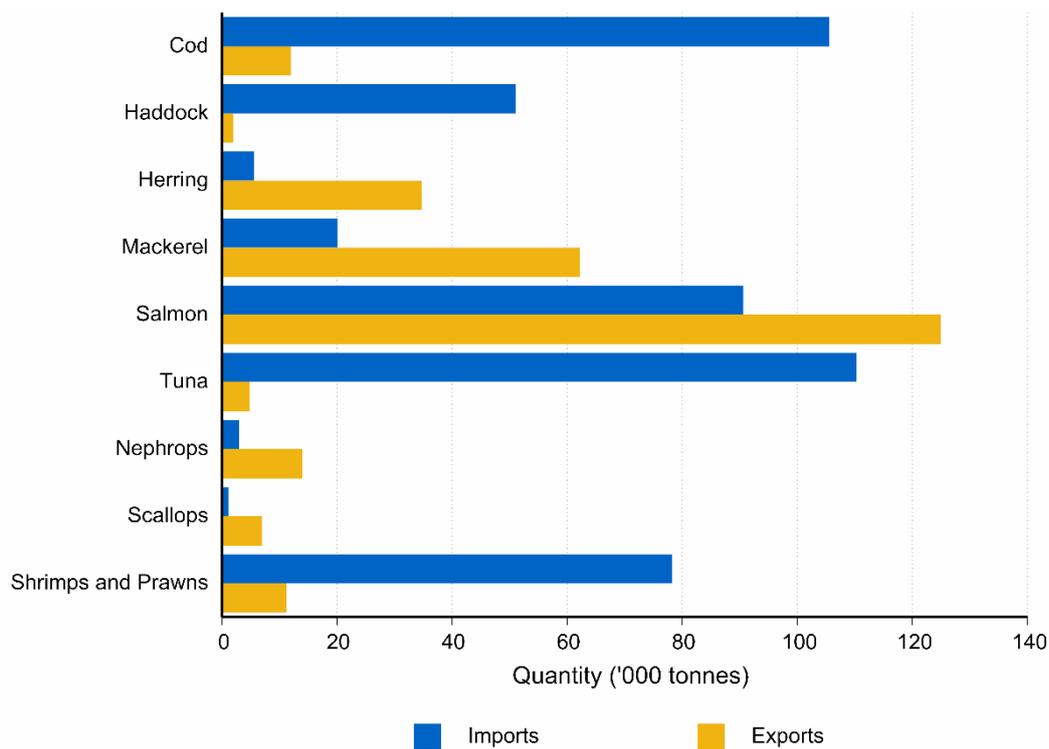
**Figure 4.1: The UK's trade gap in 2019 for sea fish is 270 thousand tonnes**



The UK is a net importer of fish. In 2019, the UK imported 721 thousand tonnes of fish<sup>32</sup>, with a value of £3,457 million. It exported 452 thousand tonnes. Compared to 2018, imports were up 7 per cent while exports remained steady, therefore widening the crude trade gap.

<sup>32</sup> Excluding fish products

**Figure 4.2: The UK imports the most tuna and exports the most salmon**

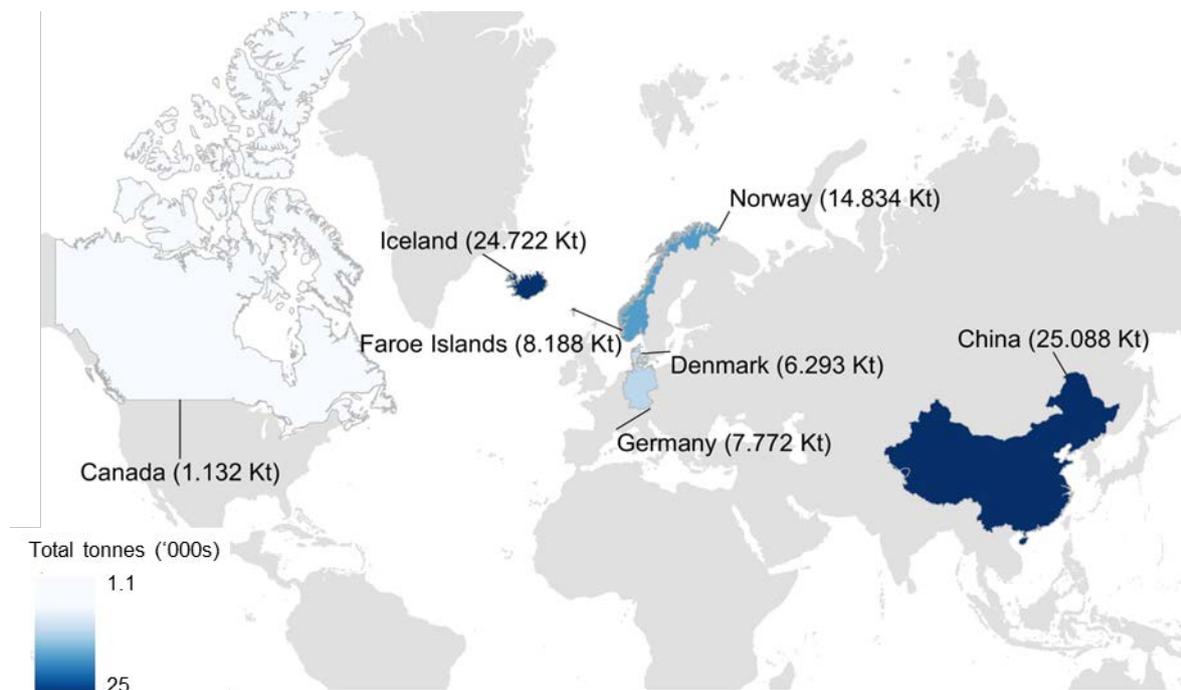


### *Imports*

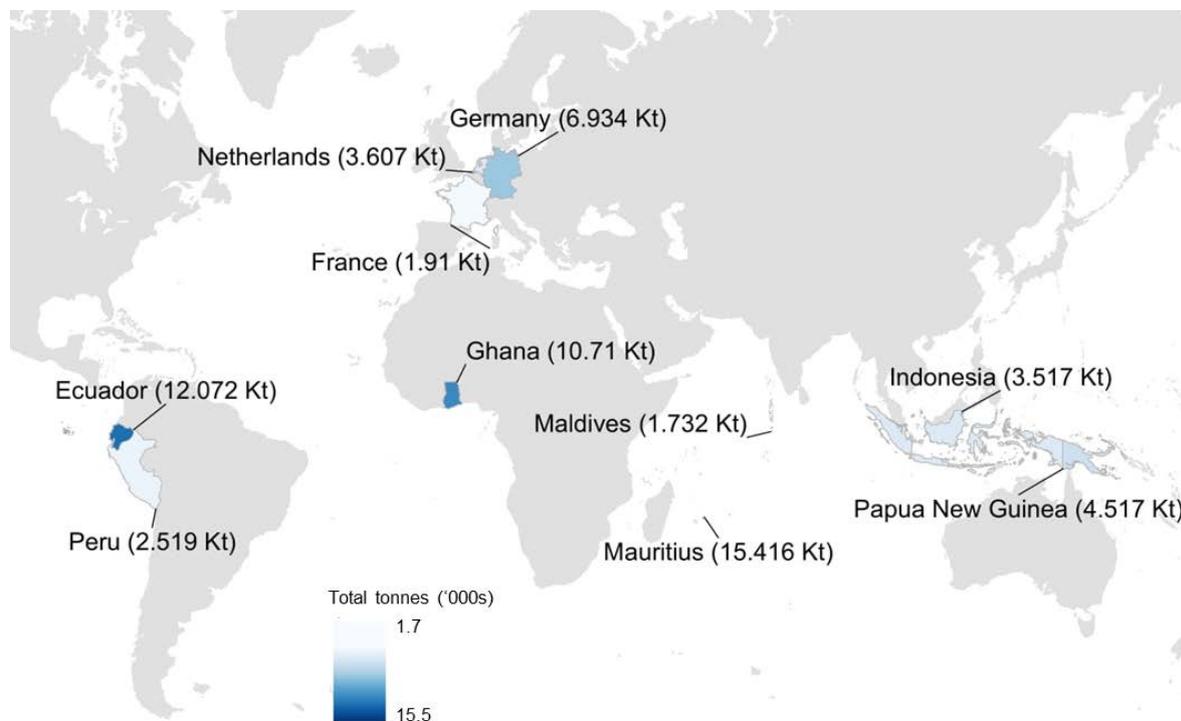
Demersal and pelagic fish accounted for 82 per cent of fish imports into the UK by weight. Shellfish accounted for the remaining 18 per cent. In terms of value imported, shellfish made up a slightly higher percentage at 24 per cent, because of the higher price fetched by shellfish species.

The UK imported 133 thousand tonnes of fish products in 2019, bringing the total imports (including sea fish, freshwater fish and fish products) to 854 thousand tonnes. Fish products includes e.g. fish meal and oils.

**Figure 4.3<sup>33</sup>: The UK is a net importer of cod, importing 106 thousand tonnes in 2019**



**Figure 4.4<sup>34</sup>: The UK is a net importer of tuna, importing 110 thousand tonnes in 2019**

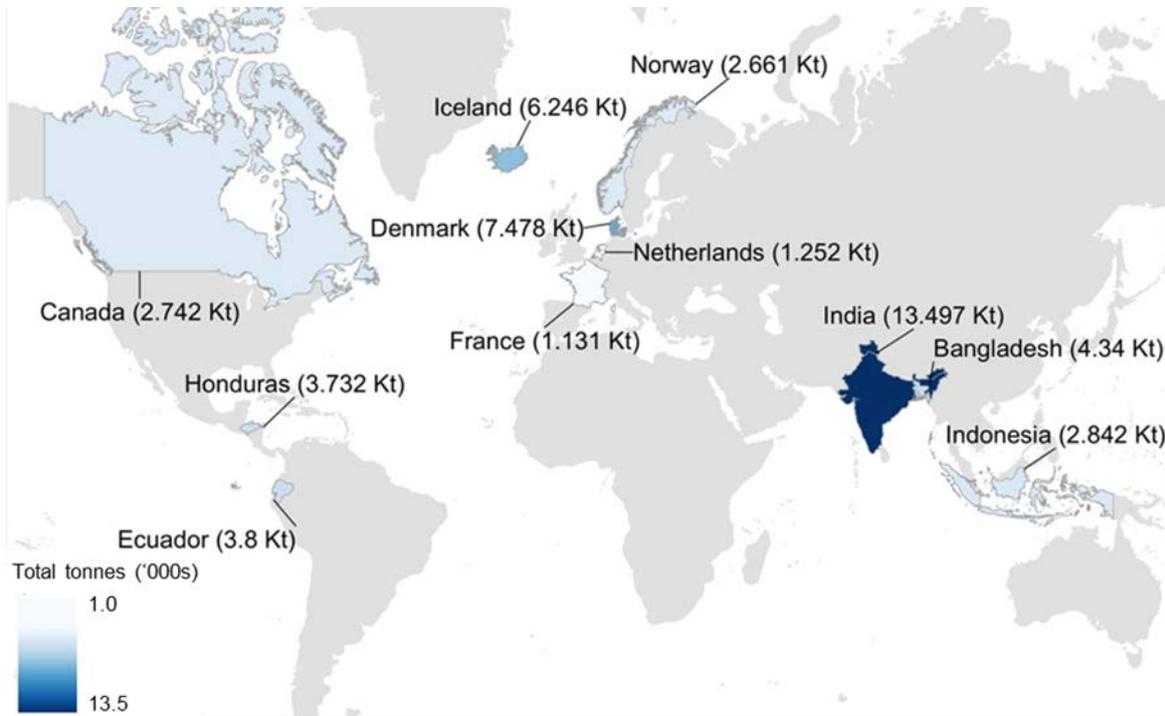


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<sup>33</sup> Imports to the UK of cod by exporting country where quantity is more than 1,000 tonnes.

<sup>34</sup> Imports to the UK of tuna by exporting country where quantity is more than 1,000 tonnes.

**Figure 4.5<sup>35</sup>: The UK is a net importer of shrimps and prawns, importing 78 thousand tonnes in 2019**



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UK vessels land only small amounts of shrimps and prawns into the UK, less than 1,000 tonnes in 2019. The vast majority available for domestic use are imported. Around half the shrimps and prawns imported into the UK were from Asia. In 2019, the largest exporters of shrimps and prawns to the UK were Vietnam (19 thousand tonnes) and India (13 thousand tonnes).

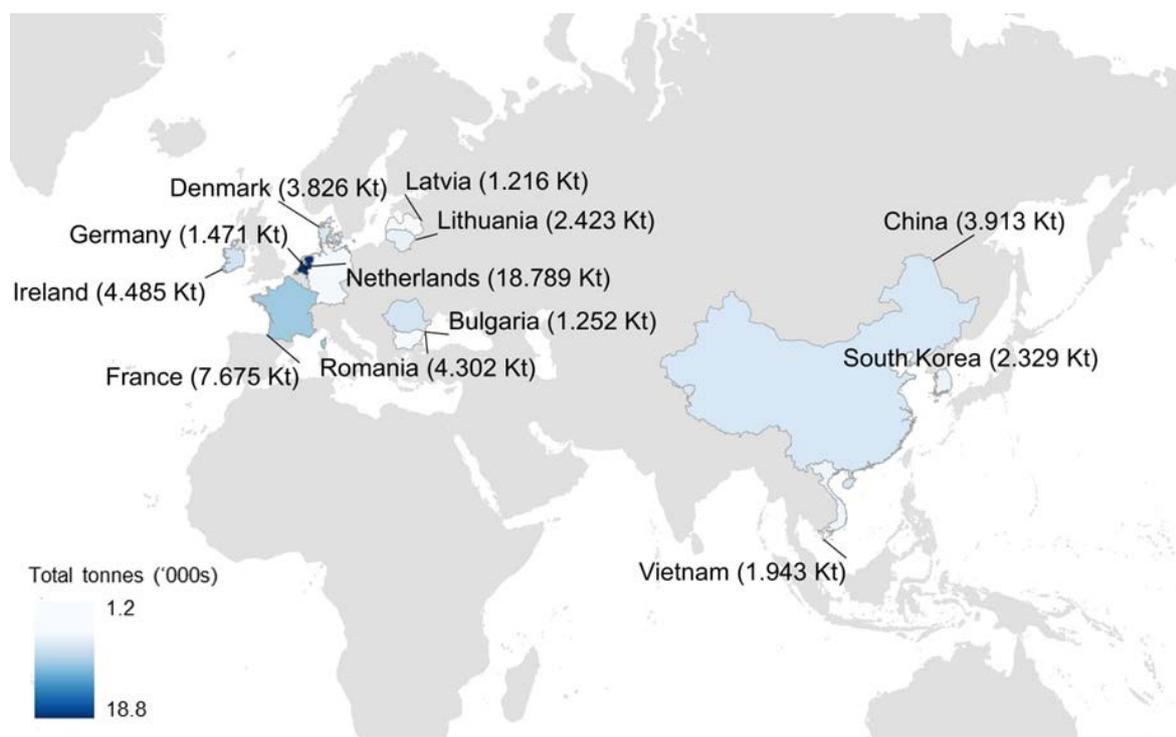
<sup>35</sup> Imports to the UK of shrimps and prawns by exporting country where quantity is more than 1,000 tonnes.

## Exports

Demersal and pelagic fish accounted for 82 per cent of fish exports out of the UK by weight with shellfish accounting for 18 per cent. This is equivalent to the split seen for imports. Shellfish similarly make up a higher percentage of the exports by value owing to their higher price per tonne on average than other sea fish.

The UK exported 44 thousand tonnes of fish products in 2019, bringing the total exports (including sea fish, freshwater fish and fish products) to almost 500 thousand tonnes.

**Figure 4.6<sup>36</sup>: The UK is a net exporter of mackerel, exporting 62 thousand tonnes in 2019**



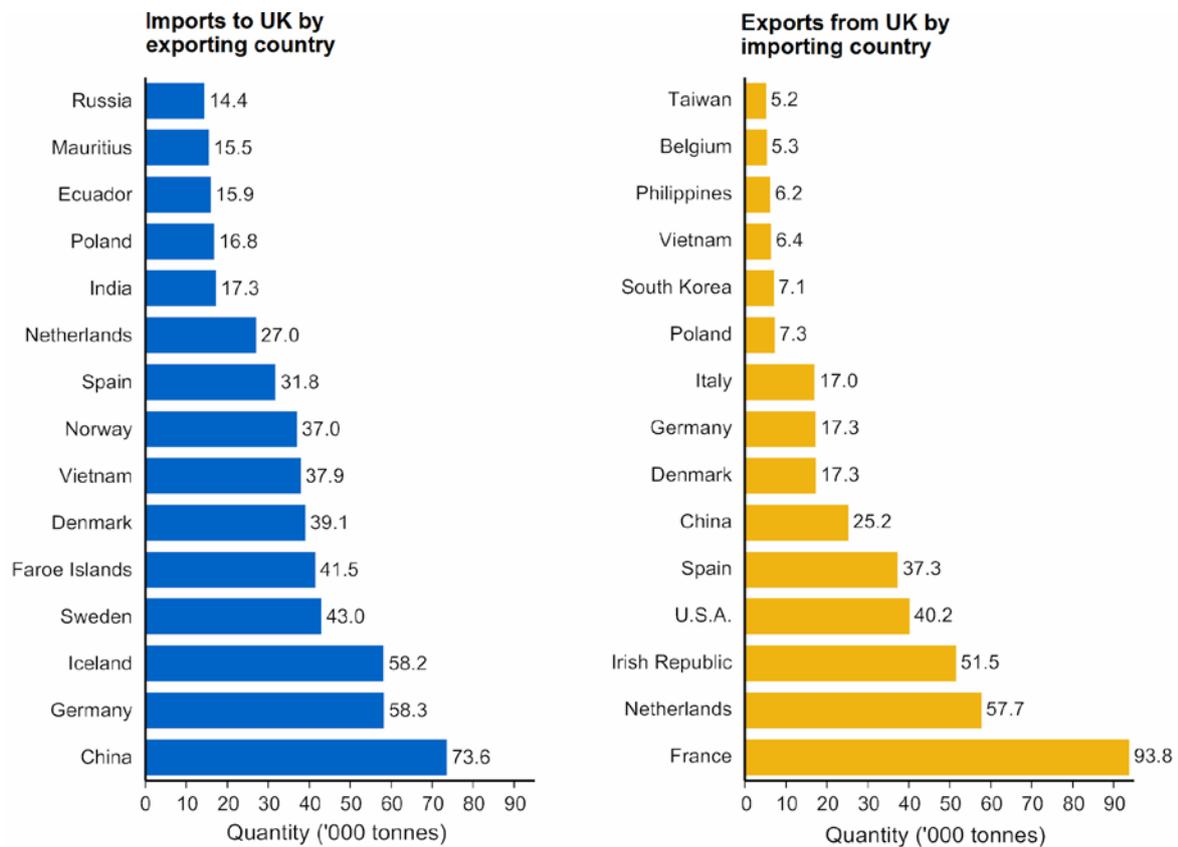
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Mackerel exports fell by 8 per cent compared to 2018. This is consistent with the reduction in landings of mackerel, driven by lower quotas this year: [Pelagic](#).

The largest share of mackerel exports went to the Netherlands (19 thousand tonnes), some for Dutch consumption and some to be processed and exported again to countries in Africa.

<sup>36</sup> Exports from the UK of mackerel by importing country where quantity is more than 1,000 tonnes: 2019 ('000 tonnes).

**Figure 4.7: China is the largest exporter to the UK, France the largest importer from the UK**



## Inflation

The landed price index (LPI) measures the average change in the prices of fish landed by UK vessels into the UK at first sale. It provides a measure of domestic inflation in the price of fish landed by UK vessels into the UK.

The consumer price index (CPI) measures the average change in the prices of goods and services bought for the purpose of consumption in the UK. It includes a component for prices of fish based on a 'basket' of six items: fresh white fillets, fresh salmon fillets, frozen prawns, canned tuna, fish fingers and frozen breaded/battered white fish.

The retail price index (RPI) is a similar inflation measure, calculated according to a different formula. The RPI uses the same 'basket' of items for fish.

Index	2019	Percentage change on a year earlier
LPI	214.7	13%
RPI	180.4	2%
CPI	181.6	2%

## GDP

### GDP

Gross Domestic Product (GDP) provides an economic snapshot for a country. Within countries, this is split into different sectors so you can see how much different industries contribute to the economy.

Within the UK GDP for fishing includes landings abroad by the UK fleet and the aquaculture sector. Fishing can then be grouped with the wider agriculture, forestry and fishing GDP total.

The GDP for fishing in 2019 is £747 million, down 7 per cent on a year earlier and 5.5 per cent of the total for agriculture, forestry and fishing. Compared to a decade ago, the GDP for fishing has increased by 44 per cent, from £520 million in 2009.

# Annex A: Fishing areas

Please see here for a map of fishing areas around the UK and EU:

[https://ec.europa.eu/fisheries/sites/fisheries/files/docs/body/fishing\\_areas\\_en.pdf](https://ec.europa.eu/fisheries/sites/fisheries/files/docs/body/fishing_areas_en.pdf)

Key to fishing areas:

- I. Barents Sea and Murman Coast**
- II. Northward of the Norwegian Coast**
  - IIa. Norwegian Coast
  - IIb. Bear Island and Spitzbergen
- III. Skagerrak, Kattegat, The Sound, Belts and Baltic**
  - IIIa. Skagerrak and Kattegat
- IV. North Sea**
  - IVa. Northern North Sea
  - IVb. Central North Sea
  - IVc. Southern North Sea
- V. Iceland and Faroes**
- VI. West of Scotland and Rockall**
  - VIa. West of Scotland
  - VIb. Rockall
- VII. West of Ireland and Channels**
  - VIIa. Irish Sea
  - VIIb. West of Ireland
  - VIIc. Porcupine Bank
  - VII d, VIIe. English Channel (East, West)
  - VII f, VIIg. Bristol Channel, South East of Ireland
  - VII h, VIIj. Little Sole Bank, Great Sole Bank
  - VII k. West of Great Sole Bank
- VIII. Biscay**

# Annex B: Additional data

## Landings into the UK and abroad by UK vessels: 2015 to 2019

	Quantity ('000 tonnes)					Value (£ million)				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
Bass	0.7	0.6	0.4	0.4	0.4	5.7	5.1	4.3	4.4	4.2
Brill	0.4	0.5	0.5	0.4	0.4	2.2	2.7	2.6	2.7	2.6
Cod	28.3	34.1	38.4	34.6	29.0	49.1	62.6	77.9	74.7	73.6
Dogfish	1.6	1.8	1.5	2.1	2.0	0.4	0.4	0.5	0.7	0.6
Gurnard	2.2	2.5	2.1	2.2	2.6	1.6	2.0	1.9	1.8	2.4
Haddock	33.3	34.0	34.2	35.7	33.8	45.1	45.0	51.4	51.6	50.9
Hake	12.7	14.3	14.7	12.7	11.1	29.4	33.9	31.8	27.7	27.2
Halibut	0.1	0.1	0.2	0.2	0.3	0.4	0.9	1.5	1.8	1.8
Lemon Sole	2.3	2.5	2.0	1.8	2.0	8.8	9.8	8.5	7.7	7.8
Ling	4.6	5.4	5.7	5.8	5.9	5.9	7.8	9.3	8.9	9.2
Megrim	4.8	4.9	4.6	4.9	4.7	13.1	14.8	13.7	14.7	12.3
Monks or Anglers	18.2	20.4	20.1	18.7	17.7	46.7	60.0	58.6	59.7	54.0
Plaice	18.9	21.2	17.7	12.4	9.8	22.5	28.3	24.5	23.5	16.9
Pollack (Lythe)	2.1	2.3	1.9	1.7	1.5	3.7	5.3	4.6	4.1	4.0
Saithe	13.0	12.4	11.8	16.0	15.3	11.8	12.8	11.7	13.0	15.2
Sand Eels	2.0	..	3.3	1.9	1.1	0.4	..	0.4	0.3	0.3
Skates and Rays	2.8	2.8	2.7	3.3	3.5	3.6	3.7	3.3	3.9	3.7
Sole	2.0	2.0	1.8	1.9	1.8	15.1	18.0	17.0	18.7	20.4
Turbot	0.8	0.9	0.9	0.8	0.8	6.1	7.1	7.5	7.2	6.9
Whiting	11.4	10.7	10.4	11.8	12.9	11.6	11.2	12.7	14.7	16.4
Witch	0.9	1.1	1.3	1.5	1.3	1.3	1.6	1.7	2.0	1.7
Other Demersal	6.0	5.8	5.9	5.7	6.4	9.4	13.3	9.5	11.5	14.5
<b>Total Demersal</b>	<b>169.1</b>	<b>180.4</b>	<b>182.3</b>	<b>176.4</b>	<b>164.1</b>	<b>293.7</b>	<b>346.4</b>	<b>354.8</b>	<b>355.2</b>	<b>346.8</b>
Blue Whiting	31.8	38.3	66.4	72.9	60.8	6.6	8.7	11.5	15.4	13.3
Herring	93.7	92.2	84.1	103.2	75.5	32.9	56.3	35.8	45.1	39.5
Horse Mackerel	7.6	6.5	5.4	7.2	10.3	3.6	2.8	2.9	4.9	7.8
Mackerel	248.0	217.6	227.0	190.9	152.1	159.8	188.5	203.4	202.1	181.9
Sardines	4.3	9.4	7.6	8.2	7.1	1.6	3.1	2.5	2.9	2.4
Other Pelagic	4.4	5.7	4.4	3.0	5.2	2.0	1.8	1.2	2.3	2.2
<b>Total Pelagic</b>	<b>389.8</b>	<b>369.8</b>	<b>394.9</b>	<b>385.3</b>	<b>311.0</b>	<b>206.6</b>	<b>261.2</b>	<b>257.3</b>	<b>272.7</b>	<b>247.2</b>
Cockles	11.2	5.1	6.0	8.1	9.6	5.7	3.6	4.3	6.3	9.9
Crabs	32.6	36.8	36.3	36.1	35.0	44.2	53.0	62.4	81.6	80.6
Cuttlefish	6.1	5.1	7.1	4.0	4.9	10.7	14.2	25.5	15.0	12.7
Lobsters	3.1	3.3	3.5	3.2	3.4	32.5	39.9	45.2	45.1	46.5
Mussels	1.0	0.3	0.7	0.4	0.1	0.8	0.2	0.6	0.3	0.9
Nephrops	25.9	31.5	30.9	25.8	34.5	83.0	103.7	103.6	90.3	115.8
Scallops	41.0	38.9	32.6	29.2	29.2	64.6	74.8	74.9	71.7	62.4
Shrimps and Prawns	0.3	0.8	0.6	2.4	0.7	0.8	3.0	2.6	6.6	1.7
Squid	6.2	4.7	8.4	7.8	7.2	10.9	18.8	25.6	25.6	26.0
Whelks	20.9	22.8	21.8	19.7	20.3	18.7	23.0	23.9	24.1	26.2
Other Shellfish	1.4	1.3	1.7	1.5	1.9	4.3	5.1	7.2	8.2	10.2
<b>Total Shellfish</b>	<b>149.8</b>	<b>150.4</b>	<b>149.6</b>	<b>138.3</b>	<b>146.8</b>	<b>276.1</b>	<b>339.0</b>	<b>375.6</b>	<b>374.8</b>	<b>392.8</b>
<b>Total All Species</b>	<b>708.7</b>	<b>700.6</b>	<b>726.7</b>	<b>700.0</b>	<b>621.9</b>	<b>776.4</b>	<b>946.7</b>	<b>987.6</b>	<b>1,002.8</b>	<b>986.8</b>

## Quantity (tonnes) of landings of quota and non-quota species by UK nation and sector group in 2019

Group	Non-quota landings	Quota landings
<b>England</b>	<b>86,761</b>	<b>97,475</b>
Sector	39,215	91,964
Over 10m non-sector	29,270	604
Under 10m non-sector	18,276	4,907
<b>Northern Ireland</b>	<b>5,075</b>	<b>38,293</b>
Sector	1,940	38,179
Over 10m non-sector	1,716	-
Under 10m non-sector	1,419	115
<b>Scotland</b>	<b>42,694</b>	<b>343,244</b>
Sector	21,537	339,952
Over 10m non-sector	11,218	529
Under 10m non-sector	9,939	2,762
<b>Wales</b>	<b>8,017</b>	<b>655</b>
Sector	346	570
Over 10m non-sector	5,335	0
Under 10m non-sector	2,337	85

## Value (£000's) of landings of quota and non-quota species by UK nation and sector group in 2019

Group	Non-quota landings	Quota landings
<b>England</b>	<b>174,536</b>	<b>141,704</b>
Sector	66,995	126,674
Over 10m non-sector	59,511	1,552
Under 10m non-sector	48,030	13,479
<b>Northern Ireland</b>	<b>10,643</b>	<b>47,047</b>
Sector	3,259	46,715
Over 10m non-sector	4,237	-
Under 10m non-sector	3,147	332
<b>Scotland</b>	<b>121,079</b>	<b>452,584</b>
Sector	49,755	434,735
Over 10m non-sector	28,212	3,925
Under 10m non-sector	43,112	13,924
<b>Wales</b>	<b>13,866</b>	<b>1,927</b>
Sector	688	1,749
Over 10m non-sector	7,256	0
Under 10m non-sector	5,923	178

# Annex C: Changes in 2019

2018 chapter	2019 section
Chapter 1	Headline Statistics
Chapter 2	Section 1: fleet <i>and</i> Section 3: effort
Chapter 3	Section 2: landings
Chapter 4	Section 4: trade
Chapter 5	Published as a standalone document. Available to download here: <a href="https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019">https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019</a> .
Chapter 6	Please refer to the FAO (Food and Agriculture Organisation of the United Nations) report on the <i>State of World Fisheries and Aquaculture</i> : <a href="http://www.fao.org/state-of-fisheries-aquaculture">http://www.fao.org/state-of-fisheries-aquaculture</a> .

In previous versions of UK sea fisheries statistics, a chapter on *stocks and their level of exploitation* and a chapter on the *world fishing industry* were included. It has always been caveated that the data in these chapters are not MMO National Statistics, as the data comes from other organisations. To ensure all the statistics in this National Statistics publication are National Statistics, these summaries can now be accessed via other publications.

## Annex D: Revisions policy

Where possible, the Marine Management Organisation produces revised figures each year to ensure that users have access to the latest data available. Revisions typically affect fishing effort, catches and trade data, where data from logbooks, landing declarations, sales notes and trade declarations may occasionally be received or amended several months after the event. The magnitude of revisions to tables is typically larger for more recent years although the size of revisions is usually very small. Any revised data presented in this publication will be clearly marked with an 'R' against the relevant entries.

There are several causes of the revisions made in this publication:

1. **Receipt of additional data.** Despite strict data reporting requirements, some data are not received or entered at the time of publication. This typically affects data for more recent years.
2. **Revisions to data sources.** Corrections are made to database entries throughout the year where these are found to be incorrect. In addition, for landings data systematic corrections are made to implausible quantities and values prior to production of the publication to reduce the influence of outliers.
3. **Rectification of data processing errors.** Where data are found to have been incorrectly processed for a previous publication, these errors are corrected as soon as possible.

Users should always refer to the latest figures published by the Marine Management Organisation. Previous editions of all publications are made available online on the Marine Management Organisation website should users wish to examine the effect of revisions in further detail.

The Marine Management Organisation adheres to the Department for the Environment, Food and Rural Affairs' policy on revisions and errors. Further information can be found in the Statement on Revisions and Errors at:

<https://www.gov.uk/government/publications/defra-policy-statement-on-revisions-and-corrections>

# Annex E: Links and further information

## Relevant links

All associated tables, underlying datasets and documents relating to this publication can be **downloaded here**:

<https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2019>

## Other MMO National Statistics publications

- Monthly UK sea fisheries statistics:  
<https://www.gov.uk/government/collections/monthly-uk-sea-fisheries-statistics>

## MMO Official Statistics publications

- UK commercial sea fisheries landings by Exclusive Economic Zone of capture report:  
<https://www.gov.uk/government/statistics/uk-commercial-sea-fisheries-landings-by-exclusive-economic-zone-of-capture-report-2018>
- Ad hoc monthly statistics published in response to the coronavirus pandemic:  
<https://www.gov.uk/government/collections/ad-hoc-statistical-releases-sea-fisheries-statistics>
- UK fishing vessel lists: <https://www.gov.uk/government/collections/uk-vessel-lists>
- Effort use statistics: <https://www.gov.uk/government/collections/effort-use-statistics>
- Quota use statistics: <https://www.gov.uk/government/statistical-data-sets/quota-use-statistics>
- Fisheries Data Exchange System outputs (catch reports):  
<https://www.gov.uk/government/statistical-data-sets/fisheries-data-exchange-system-outputs-catch-reports>

## Methodology

- Fishing data collection, coverage processing and revisions:  
<https://www.gov.uk/guidance/fishing-activity-and-landings-data-collection-and-processing#data-revisions-year-to-date-figures>.

## Sea fisheries publications by other UK nations and international bodies

- Scottish Sea Fisheries Statistics: <https://www2.gov.scot/Topics/Statistics/Browse/Agriculture-Fisheries/PubFisheries>
- Department for Agriculture, Environment and Rural Affairs in Northern Ireland, fisheries policy and statistics: <https://www.daera-ni.gov.uk/articles/animal-health-fisheries-food-and-forestry-statistics>
- FAO Yearbook of Fishery and Aquaculture Statistics: <http://www.fao.org/fishery/publications/yearbooks/en>
- Eurostat Agriculture, Forestry and Fisheries Statistics: <https://ec.europa.eu/eurostat/en/web/products-statistical-books/-/KS-FK-17-001>

## Useful websites

- Sea Fish Industry Authority: <https://www.seafish.org/>
- Maritime and Coastguard Agency: <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency>
- Marine Accident Investigation Branch: <https://www.gov.uk/government/publications/marine-accident-investigation-branch-current-investigations>
- Centre for Environment, Fisheries and Aquaculture Science: <https://www.gov.uk/government/organisations/centre-for-environment-fisheries-and-aquaculture-science>
- European Commission – Fisheries: [https://ec.europa.eu/fisheries/home\\_en](https://ec.europa.eu/fisheries/home_en)
- EU Fleet Register: [https://ec.europa.eu/fisheries/cfp/fishing\\_rules/fishing\\_fleet\\_en](https://ec.europa.eu/fisheries/cfp/fishing_rules/fishing_fleet_en)
- International Council for the Exploration of the Sea (ICES): <https://www.ices.dk/Pages/default.aspx>
- FQA Register: <https://www.fqaregister.service.gov.uk/>

## Further Information

### National Statistics Designation

National Statistics status means that our statistics meet the highest standards of trustworthiness, quality and public value, and it is our responsibility to maintain compliance with these standards.

The continued designation of these statistics as National Statistics was confirmed in February 2019 following a compliance check<sup>37</sup> by the Office for Statistics Regulation. The statistics last underwent a full assessment against the Code of Practice for Official Statistics<sup>38</sup> in 2014.

### Pre-release access to statistics

Some ministers and officials receive access to these statistics up to 24 hours before release. Details of the arrangements for doing this and a list of the ministers and officials that receive pre-release access to these statistics can be found in the DEFRA statement of compliance<sup>39</sup> with the Pre-Release Access to Official Statistics Order 2008.

## Contact

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- Media enquiries: 0300 123 1032

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<sup>37</sup> <https://osr.statisticsauthority.gov.uk/correspondence/compliance-check-of-uk-sea-fisheries-statistics/>

<sup>38</sup> <https://code.statisticsauthority.gov.uk/>

<sup>39</sup> <https://www.gov.uk/government/publications/defra-group-pre-release-access-to-official-statistics-compliance-statement>