This annex sets out current EU activity in UK waters, and the economic benefits and concerns of re-negotiating fisheries policies with the EU.

Data: EU activity in UK waters

The ability to fish in UK waters is hugely significant for the EU fleet. EU vessels frequently make trips to the UK exclusive economic zone (EEZ). We know around 1,500 EU vessels have licenses to fish in the UK EEZ as of January 2025, and that about 17% of the EU's total landings volume and 7-9% (£400m - £500m) of their total landings value comes from UK waters (2023).

EU vessels took more fish from UK waters (52%) than UK vessels did (in 2021 and 2022) by volume. However, UK vessels took 63% of the value of fish captured in UK waters. These estimates exclude Norwegian and Faroese vessels which also fish in UK waters and were prior to the sandeel closure.

By volume and value, **most species the EU lands from UK waters are quota** (such as mackerel and herring), but they also land non-quota species such as scallops.

Data: UK activity in EU waters

In absolute terms, the UK makes far less use of EU waters than vice versa. Around 800 **UK vessels have licenses to fish in the EU EEZ** (as of January 2025), where around 7% (£73m) of UK's total landings came from in 2023.

The four most valuable **species landed by the UK from EU waters are a mixture of quota** (anglerfish and whiting) **and non-quota** (crabs and scallops) species.

Access arrangements

There will **possibly be small positive impacts** to the UK if access to UK waters was reduced for EU vessels, notably the 6-12nm zone. Around 150 EU vessels are licensed to fish in the 6-12nm zone and catch, in total, an estimated 4,000t, worth £13m each year.

The **impacts of reducing this activity are dependant on where fishing will be displaced to** – where will the EU and UK vessels go? **UK supply chains** are unlikely to be impacted as the maximum possible amount EU land into UK ports from the 6-12nm is already less than 1%, by both volume and value. The **abundance of fish** is also unlikely to be impacted as the overall amount of fishing is likely to remain the same. In the long term, **gear conflicts** between UK/EU vessels will be reduced, however there may be an increase in conflict over an adjustment period or amongst the domestic fleet. Fishers could be more **profitable** if a reduction in competition means reduced cost/effort to catch their fish. For UK **fishers in the area**, this is clear deliverable, and they will likely feel they are better based on combination of economic and socio-political factors.