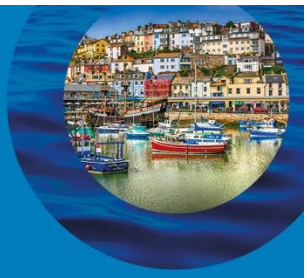
Marine Management Organisation

UK Sea Fisheries Statistics 2024



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Marine Management Organisation

UK SEA FISHERIES STATISTICS 2024

Responsible Statistician Rebekah Paul

Editors Callum Etridge
Kate Hutchinson
Erika Neave
James Pilkington
Stefan Reade
Sarah Tasker
Patrick Wintz

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About this publication

This is an official statistics release.

The aim of this publication is to provide a comprehensive picture of UK Sea Fisheries in 2024, recent trends and long-term historical context, back to 1938 in some instances.

The publication is a summary of:

- The UK fishing fleet (Section 1)
- Its activity at sea
    - Landings – how much fish are caught and landed (Section 2)
    - Effort – how long is spent at sea (Section 3)
- Trade (Section 4)

This report contains charts and commentary to describe UK sea fisheries. The accompanying tables for each section and underlying datasets are available here.

This release was previously published as accredited official statistics (formerly known as National Statistics). However, the MMO has written[1] to the Office for Statistics Regulation to request a temporary suspension to the accredited official statistics designation for these statistics. This was agreed[2] by the Director General for Regulation on 3 December 2024. For further details on the reason for the suspension and its impact please see the following statistical notice[3].

[1] https://osr.statisticsauthority.gov.uk/correspondence/rebekah-paul-to-ed-humpherson-temporary-suspension-of-accredited-official-statistics-status-of-sea-fisheries-statistics/
[2] https://osr.statisticsauthority.gov.uk/correspondence/ed-humpherson-to-rebekah-paul-temporary-suspension-of-accredited-official-statistics-status-of-sea-fisheries-statistics/
[3] https://www.gov.uk/government/publications/uk-sea-fisheries-statistics-temporary-suspension-of-the-accredited-official-statistics-designation

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Key Statistics

Fleet	In 2024 there were 5,232 UK registered fishing vessels. This represents a 52% (5,595 vessels) reduction since 1994. The total power (kW) of the UK fleet has also decreased by 40% (476 thousand kW) over the past three decades. Total Gross Tonnage (GT) of the UK fleet has decreased by 28% (76 thousand tonnes) since 1996 when recording of this metric began, to 200 thousand tonnes. Approximately 79% (4,140 vessels) of the UK fleet are vessels under 10 metres in length, of which 49% (2,035 vessels) are administered in England. The majority of UK vessels operate within the non-sector (87% or 4,846 vessels), with the remaining vessels in membership of a Producer Organisation (386 vessels).
Landings	In 2024, UK vessels landed 745 thousand tonnes of sea fish with a value of £1.16 billion. Compared to 2023, this is an increase of 4% in quantity (26 thousand tonnes) and an increase in value of 5% (£53.88 million). The increase in value is mainly driven by the increase in landings, particularly of lower value pelagic fish. Landings into the UK by foreign vessels in 2024 was 22 thousand tonnes, which is a 14% increase compared to 2023. Landings abroad by UK vessels decreased 4% to 269 thousand tonnes.
Effort	Since 2004, fishing effort (kW days at sea) by the over 10 metre fleet has decreased by around 40% (44 thousand KW days at sea). Most of the reduction in effort is driven by a 41% decline in effort in the demersal trawl and seine segment. Fishing effort (kW days at sea) by the over 10 metre fleet slightly decreased between 2023 and 2024, down by 250 thousand kW days at sea which represents a decrease of less than 1%.
Trade	The UK is a net importer of fish. The UK's trade balance (exports minus imports) was 253 thousand tonnes, or £1.4 billion, in 2024. The trade balance has narrowed in 2024 due to an increase in exports compared to previous years. In 2024, the UK imported 633 thousand tonnes of fish and fish preparations, with an import value of £3.5 billion. It exported 380 thousand tonnes of fish and fish preparations, with an export value of £2.0 billion

Section 1: Fleet

View the tables accompanying this section here.

Fleet Characteristics

Capacity and power
As well as the total number of vessels, the fleet can be assessed in terms of 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 combined 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.

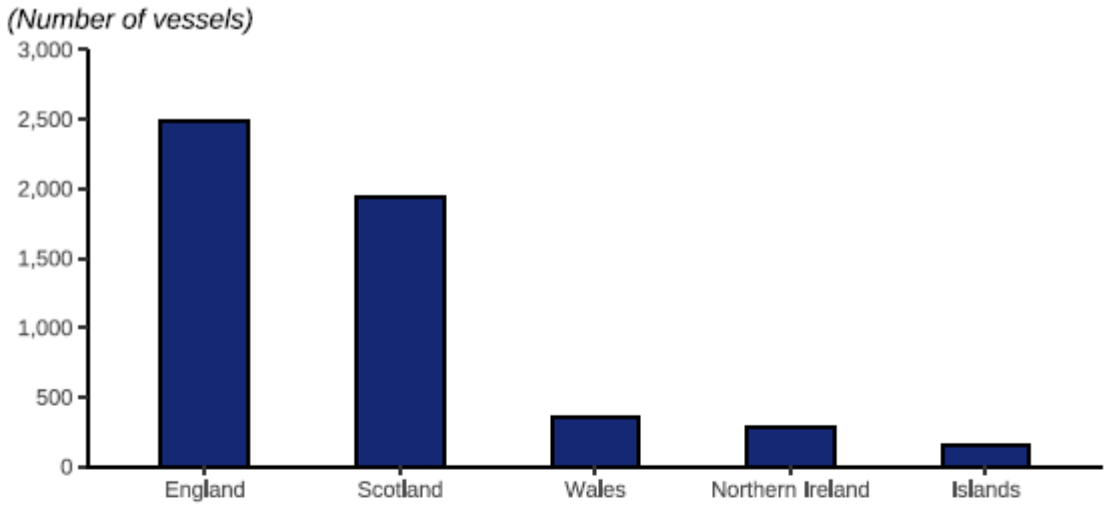
The number of UK fishing vessels has decreased by 52% over the past three decades, from 10,827 vessels in 1994 to 5,232 vessels in 2024. The power (kW) of the UK fleet has also decreased by 40% (476 thousand kW) over the past three decades[4]. Two key changes which have contributed to this are national and international policies introduced to support the sustainability of fish stocks:

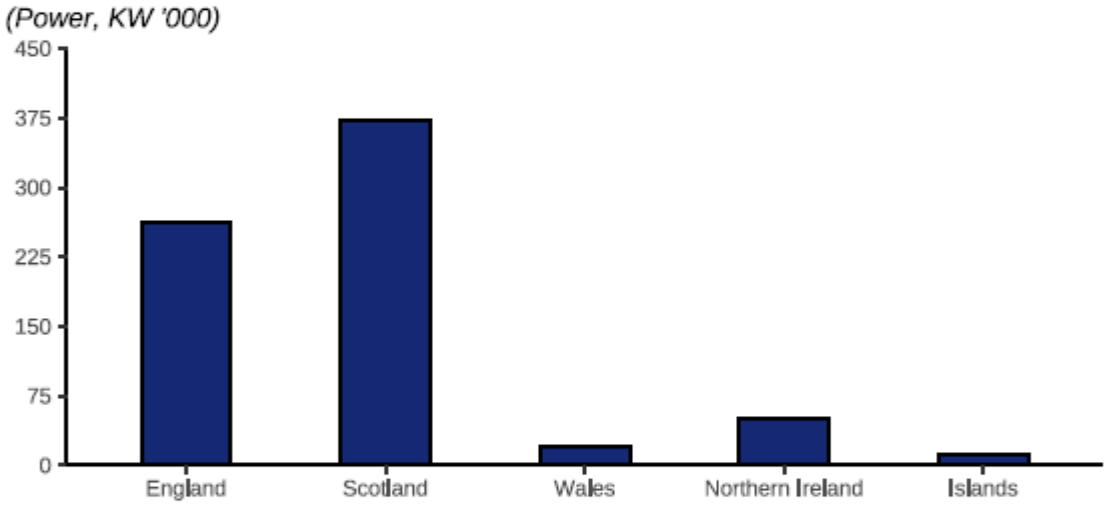
1. Greater controls on fishing opportunities

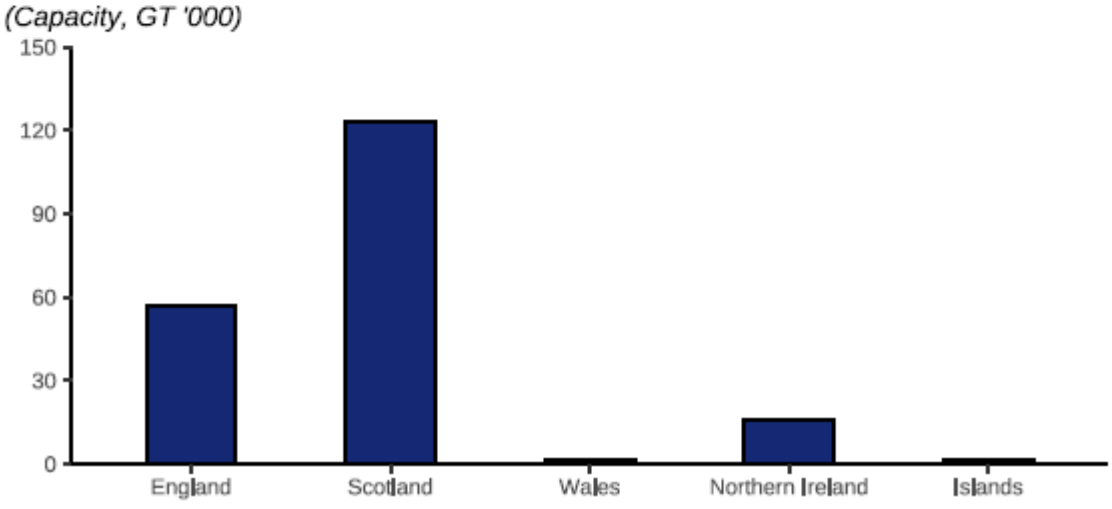
2. Fleet capacity reductions through decommissioning exercises

Figure 1.1[5][6]: Fleet characteristics split by country of administration within the UK in 2024.

[4] Table 1.1
[5] In this figure and throughout the publication, Islands refers to the Crown Dependencies of Isle of Man, Jersey and Guernsey.
[6] The figures and values reported here are based on the country of administration for the vessel while the figures in Tables 1.1 and 1.2 are based on the country associated with the district the vessel is administered by. Some Island vessels (based on country of administration) are assigned to England in the associated tables as the district of their admin port is Plymouth in England.





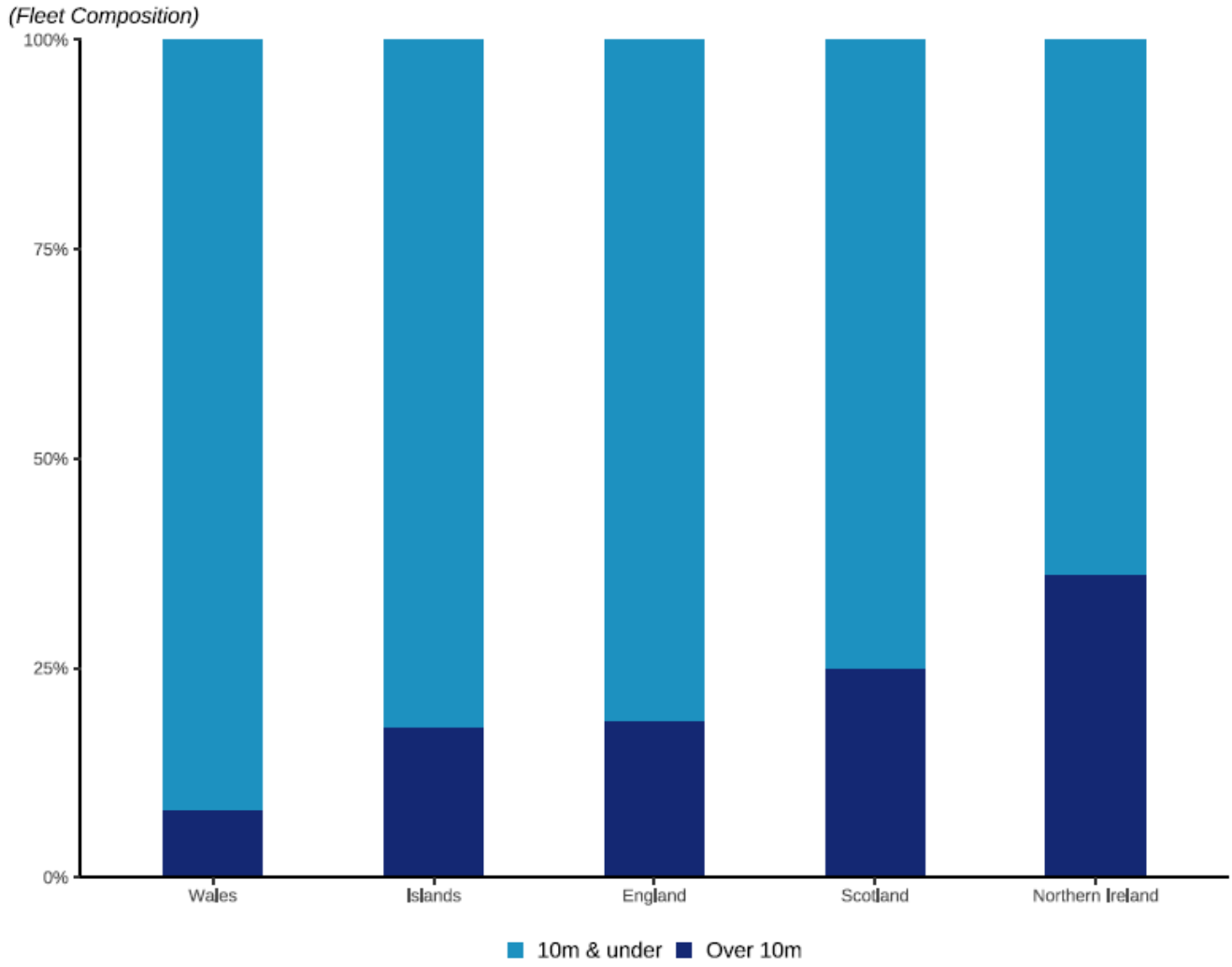


In 2024, England contributed the highest number of vessels to the UK fleet, but Scotland's fleet had more power and capacity. English vessels represent 47% (2,035 vessels) of the total number of vessels in the UK, while Scottish vessels represent 37% (1,458 vessels). This proportion has remained similar since 2020, with little change over the last decade. The Scottish fleet has the largest contribution of capacity (GT) to the UK fleet (62% or 123 thousand tonnes) while the English fleet accounts for 28% (57 thousand tonnes) of the total fleet capacity. The smaller number yet higher capacity of Scottish compared with

English vessels is due to Scotland having a higher proportion of larger, more powerful vessels in comparison to the English fleet.

Vessel length

Figure 1.2: UK fleet composition showing proportion of over 10 metre and proportion of under 10 metre vessels by country of administration in 2024.



The Welsh fleet has the lowest proportion of vessels over 10 metres. The fleet with the highest proportion of vessels over 10 metres in the UK is the Northern Irish fleet. The different length composition of the fleet can again be used to explain why the Northern Irish fleet has more capacity and power than the Welsh and Island fleets, despite having a lower number of vessels.

In 2024, there were 25 vessels that could not be assigned to a country. These vessels are registered but not administered by a port. These are typically new vessels and vessels in the process of moving to another administration[7].

Fish stock

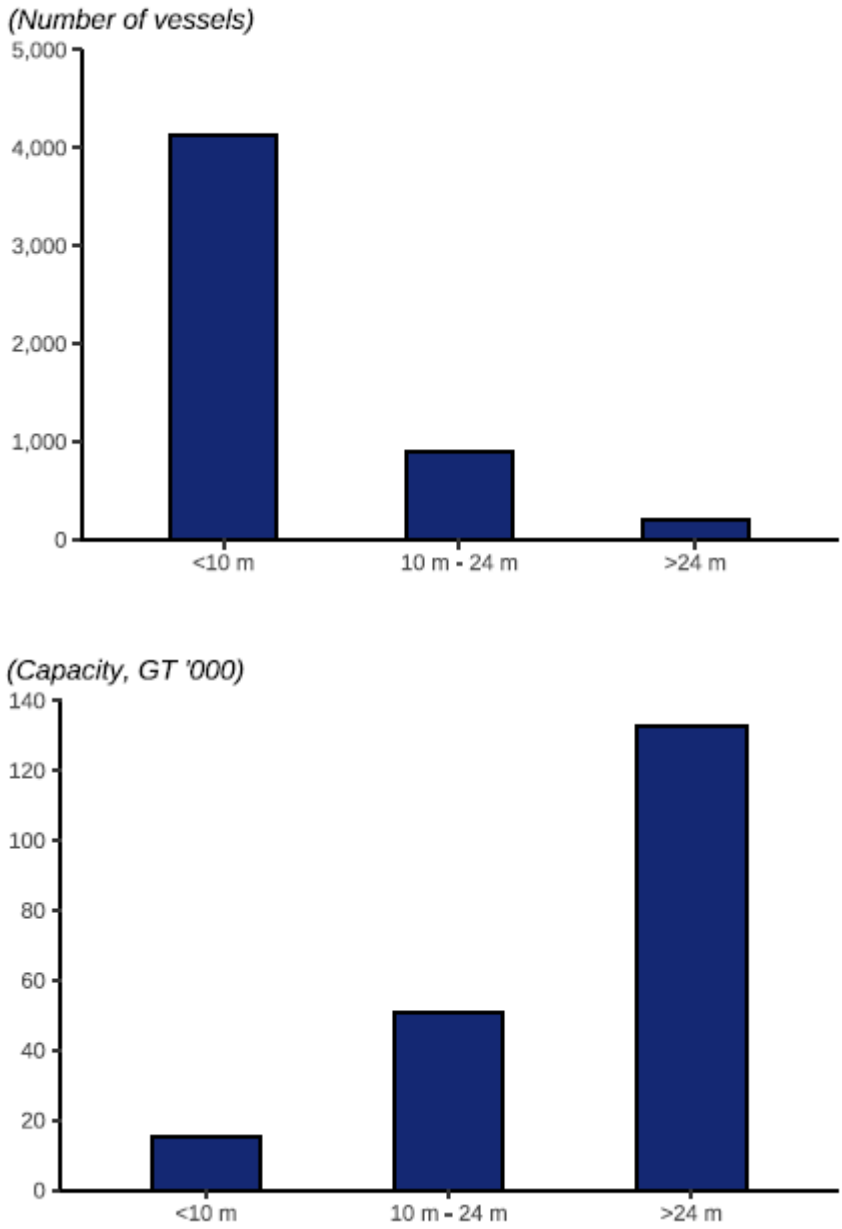
A fish stock refers to a fish population that is isolated from other stocks of the same species. For example, around the UK there are several cod stocks – including e.g. Cod 7d in the Channel, and North Sea Cod. Many fish stocks are managed by quotas – limits set on the tonnage that can be caught. Currently the UK has quota for around 120 different fish stocks.

Owing to the diverse nature of the fishing industry, fleet characteristics seen across each fisheries administration's respective fleet are varied. One key variation 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. To target these stocks, the Scottish fleet has moved towards having higher capacity vessels, which cover large sea areas and can catch large volumes (several hundred tonnes) of fish per trip.

Compared to Scotland, 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. These factors have allowed the English fleet to have a greater proportion of smaller vessels, which are 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.

[7] Table 1.2

Figure 1.3: UK fleet characteristics by vessel length groups in 2024.

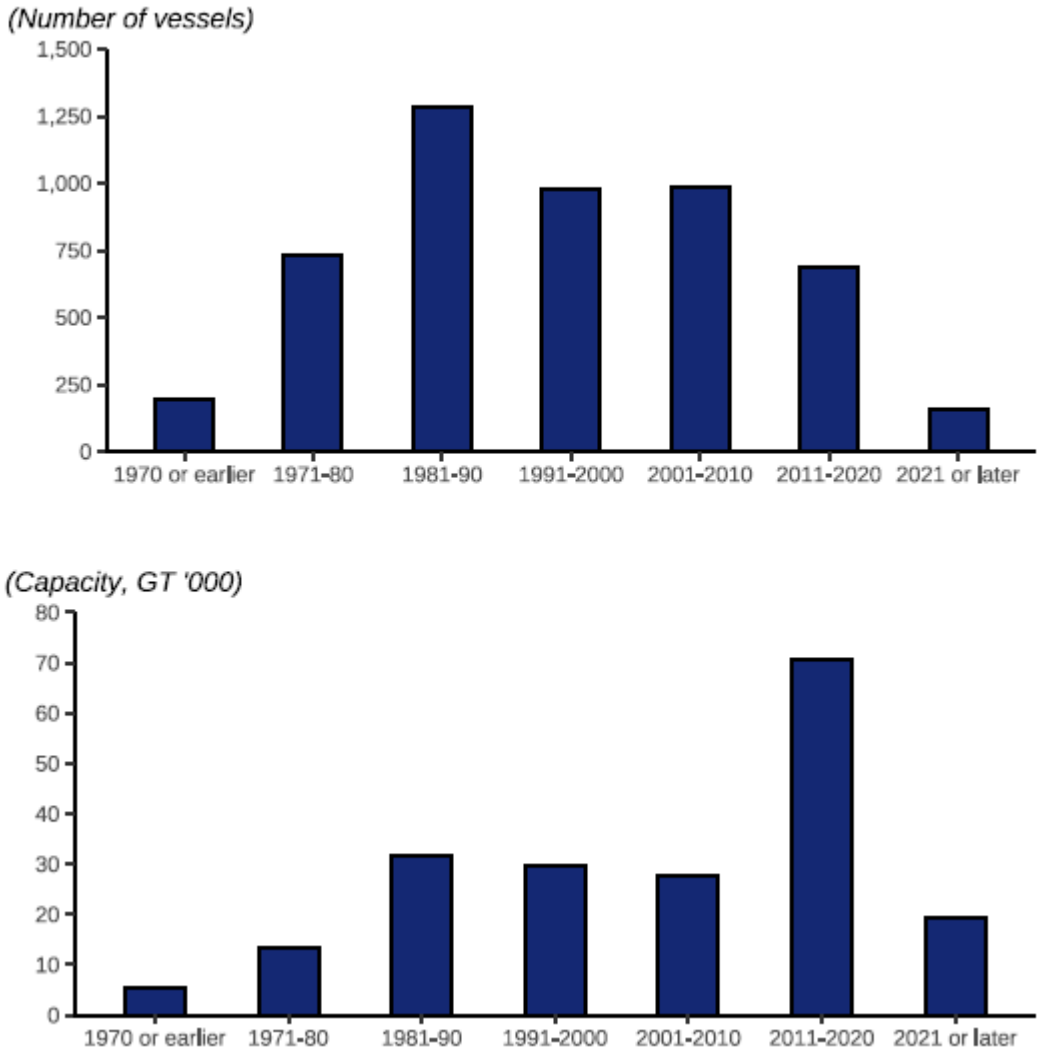


Larger vessels contribute more to the UK fleet's capacity than smaller vessels. Vessels under 10 metres make up 79% (4,140 vessels) of the UK fleet but only contribute 8% (15 thousand tonnes) to the fleet's total capacity. Larger vessels of more than 15 metres make up 10% (515 vessels) of the UK fleet but contribute 86% (171 thousand tonnes) of the fleet's capacity. This is because larger vessels utilise fishing gear that can catch larger quantities and hold greater amounts of fish per trip and can journey for longer distances to better fishing locations.

The Scottish fleet has larger vessels than the English fleet. The average length of a Scottish vessel is 11 metres, while the average length of an English vessel is nine metres. As a result, the Scottish fleet has over twice the capacity of the English fleet, despite the English fleet having 28% (544) more vessels.

Age of vessels

Figure 1.4: UK fleet characteristics by year of commission.



Vessels built in 2011 or later have a much higher capacity than vessels built per decade prior to 2011. While the number of vessels built since 2011 has decreased, the total capacity and power of those built since 2011 has increased substantially. These modern vessels (built since 2011) contribute 45% (90 thousand tonnes) of the fleet's capacity, while only making up 16% (846) of the vessels in the UK fleet. In comparison, vessels built between 1981 and 1990 account for 25% (1,282) of the total number of vessels in the fleet but only 16% (32 thousand tonnes) of the fleet's total capacity. This illustrates the transition within the UK fleet to fewer but larger vessels that have higher capacity and are more efficient in utilising the fishing opportunities available.

Industry groups

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 31 December 2024, 680 vessels (64%) over 10 metres in length were members of an FPO. The remaining 386 vessels (36%) over 10 metres were not members of an FPO and were therefore members of the non-sector. These proportions have remained relatively stable since 2018.

The composition of FPOs varies greatly; Scottish FPO had the highest membership with 130 vessels while both Northern Producers Organisation and Klondyke the lowest, with three vessels in each FPO. The average number of vessels over 10 metres in an FPO was 30[8].

Fishermen's survey

The MMO has previously provided a summary of the estimated number of fishers working within the UK fleet, collected from the annual Fishermen's Survey. The last survey was completed in 2022, however due to concerns with the reliability of the data collection process the survey has been suspended from 2023.

Data for 2022 and earlier continue to be the most reliable estimate of the number of fishers for UK vessels for that time period and have still been included within the published accompanying tables for this section. For analysis of the longer term trends please refer to UK Sea fisheries statistics 2022[9]. The number of fishers for Scottish vessels will continue to be published as part of the Scottish Sea Fisheries Statistics[10], and Seafish have published information about employment in the fishing industry in the Economics of the UK Fishing Fleet[11].

[8] See Table 1.5.
[9] Section 1 - Fleet - GOV.UK
[10] Sea fisheries statistics - gov.scot
[11] Economics of the UK Fishing Fleet - 2024

Section 2: Landings

View the tables accompanying this section here.

This section presents statistics on landings of UK vessels into UK and foreign ports as well as landings by Non UK vessels into UK ports. Landings for UK vessels includes landings by vessels registered in England, Wales, Scotland, Northern Ireland, as well as Jersey, Guernsey and Isle of Man[12]. This includes landings made into both UK and foreign ports.

Landings are presented as both the quantity and value of sea fish landed. The quantity of landings is shown as live, or whole, weight equivalent, rather than the landed weight which may include sea fish that have already been processed (for example gutted or filleted). The value of landings is calculated using the value of the sea fish at the first point of sale.

Multiple factors impact fishing, and landings can fluctuate considerably over time. Since 2020, the biggest impact on sea fisheries was the effect of the UK's departure from the EU. This had an impact on the stocks the UK fleet had access to fish in subsequent years.

Value is reported in current prices, or as the value at the time of the transaction. No adjustments have been made to account for changes in inflation over time.

The data source for landings of under-10m vessels registered in England, Wales and the Isle of Man has changed for 2024. Provisional landing data[13] from January 2024 were previously published using Catch Recording data for these vessels. Unforeseen technical difficulties with the Catch Recording mobile app meant that some records were not being received correctly after being submitted by fishers. A statistical quality assessment for the Catch Recording data[14] showed these missing records were having a notable impact on the statistics for under-10m vessels registered in England, Wales and Isle of Man.

Data for landings in 2024 in this release for under-10m vessels from England, Wales and Isle of Man are compiled using headline quantity and value data sourced from Sales Notes. This is the same as landings for under-10m vessels registered by other Fishing Authorities, and landings for all under-10m vessels prior to 2024. Therefore, there are no changes to comparability over time or vessel administration.

Data published in this release includes revisions to all previously published provisional data and is now considered final. There may be larger revisions to landing data for under-10m vessels registered in England, Wales and Isle of Man than usually expected, as a result of the change of data source.

[12] This report only includes landings for vessels registered in Jersey and Guernsey where they have fished from English quota pools.
[13] https://www.gov.uk/government/collections/monthly-uk-sea-fisheries-statistics
[14] UK Sea Fisheries Statistics: Catch Recording Data Statistical Quality Assessment - GOV.UK

UK summary

In 2024, UK vessels landed 745 thousand tonnes[15] of sea fish into the UK and abroad with a value of £1.16 billion[16]. Compared to 2023, this is an increase in the quantity of sea fish landed of 26 thousand tonnes (4%), and an increase of £54 million in value landed (5%).

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.

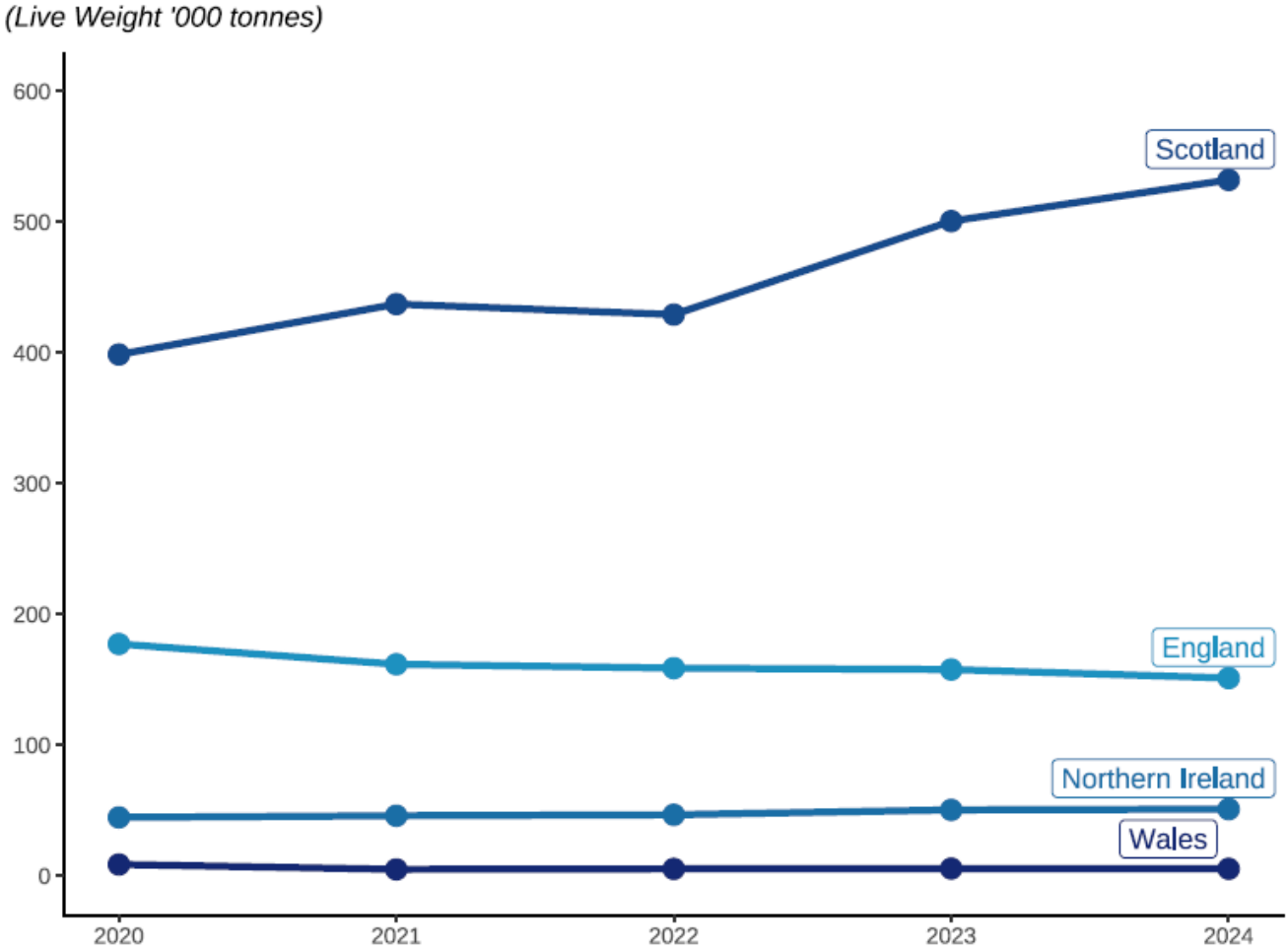
Shellfish include various species of molluscs (e.g. Scallops, Whelks) and crustaceans (e.g. Crabs and Nephrops).

UK vessel landings in 2024 were higher than in 2023, mainly due to a 9% (39 thousand tonnes) increase in pelagic species. The total value of UK landings also increased, driven by pelagic species, with an increase of £67 million (17%).

[15] 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.
[16] Table 2.1

Vessel nationality

Figure 2.1: Quantity of landings by the UK fleet between 2020 and 2024 by fisheries administration.



Among the four UK nations, Scotland continues to land the largest quantity and value of fish. Overall, the landings for each nation has remained relatively stable over time, but Scottish vessels recorded a 24% (103 thousand tonnes) increase between 2022 and 2024. This increase was primarily driven by increased landings of pelagic species, a key economic sector for Scotland, following quota increases for major species such as Mackerel and Blue Whiting in 2023 and 2024.

Vessel length

Over three quarters of the total quantity of fish caught by UK vessels in 2024 was landed by vessels over 24 metres. These vessels represented just 4% (202 vessels) of the UK fleet by number. The large volume of landings by these vessels is due to their high fishing capacity and power.

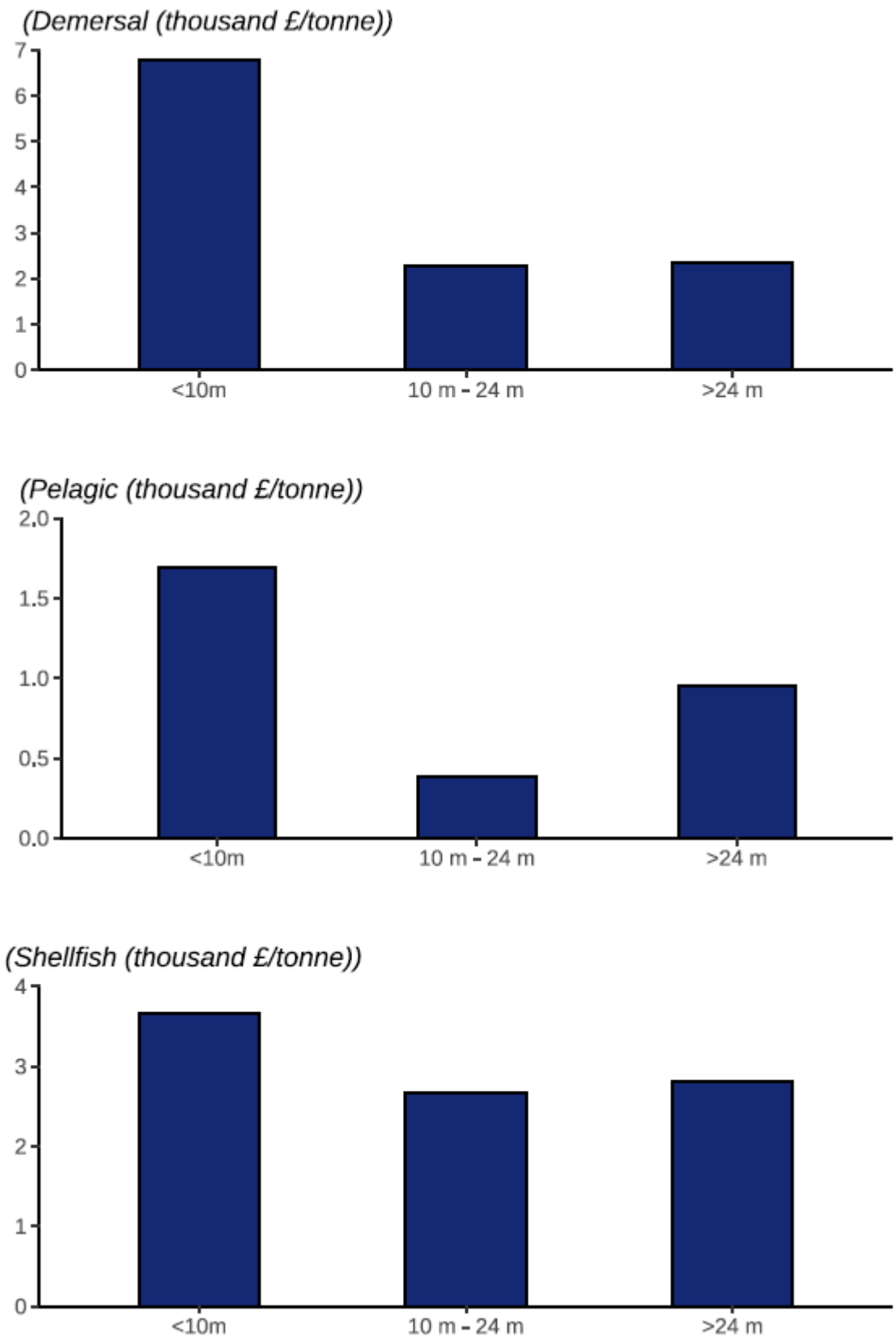
Landings of pelagic species by vessels over 24 metres in length accounted for 98% (470 thousand tonnes) of the annual total pelagic landings for the whole UK fleet. Vessels over 24 metres accounted for 74% (102 thousand tonnes) of all UK fleet landings of demersal species.

Shellfish landings are distributed more evenly across the fleet, with vessels 10 metre and under accounting for 22% (27 thousand tonnes) of the total quantity. In comparison, vessels over 24 metres contributed 16% (18 thousand tonnes) of shellfish landed by the UK fleet.

Table 2.2: Quantity of landings by UK vessels by vessel length group.

Vessel Length	2023	2024	Percentage change
Quantity ('000 tonnes)			
10 metre and under	34.0	32.5	-4.5%
Over 10 metres	685.2	712.6	4.0%
Value (£ million)			
10 metre and under	134.2	126.8	-5.5%
Over 10 metres	970.5	1,031.8	6.3%

Figure 2.3: Average price landings by the UK fleet in 2024 by fishing vessel length and species group.



Vessels under 10 metres achieve a significantly higher price per tonne for their landings, averaging £3,907 compared to £1,255 for vessels over 24 metres. This difference is most evident for demersal catches, as landings by larger vessels are typically frozen on board and sold in bulk, which contributes to their lower price per tonne.

Industry group[17]

In 2024, around 91% (679 thousand tonnes) of the UK fleet's landings were by vessels in a Fish Producer Organisation (FPO)[18]. The largest of these, the Scottish FPO, accounted for 21% (156 thousand tonnes) and 19% (£226 million) of fish landed by the UK fleet.

Some Producer Organisations target specific species groups. For example, vessels in Klondyke, Interfish, Humberside FPO, Lunar Group and Anglo Northern Irish, which primarily target pelagic species. Other FPOs are segregated more by region, including Wales and West Coast FPO and South Western FPO.

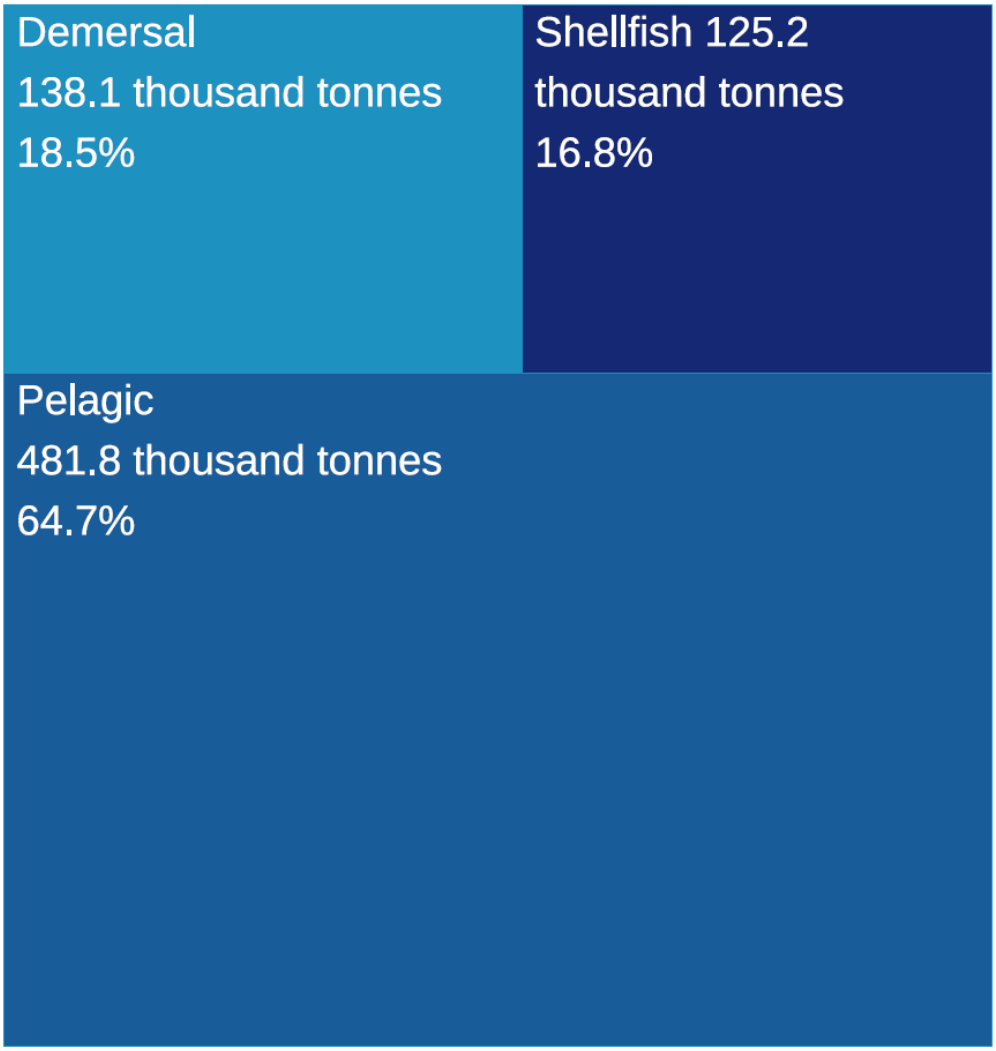
Over a third of UK vessels over 10 metres operate in the non-sector, meaning they are not members of a Producer Organisation. These vessels generally have limited access to fishing quota[19] and target shellfish species, which are mostly non-quota species. In 2024, they landed 27% (34 thousand tonnes) of all shellfish, 1% of demersal (790 tonnes) and less than 1% (107 tonnes) of pelagic species landed by the UK fleet.

Vessels 10 metres and under without Producer Organisation membership (the '10 metre and under pool') also landed relatively small quantities of demersal and pelagic species, with 83% (26 thousand tonnes) of their landings consisting of shellfish. Due to the fishing methods and species targeted, this sector typically achieves higher than average prices for its catch (Figure 2.3).

[17] Table 2.9
[18] Fish Producer Organisations (FPOs) are officially recognised bodies set up by fishery or aquaculture producers.
[19] Fishing quota allocations for England and the UK - GOV.UK (www.gov.uk)

Species group

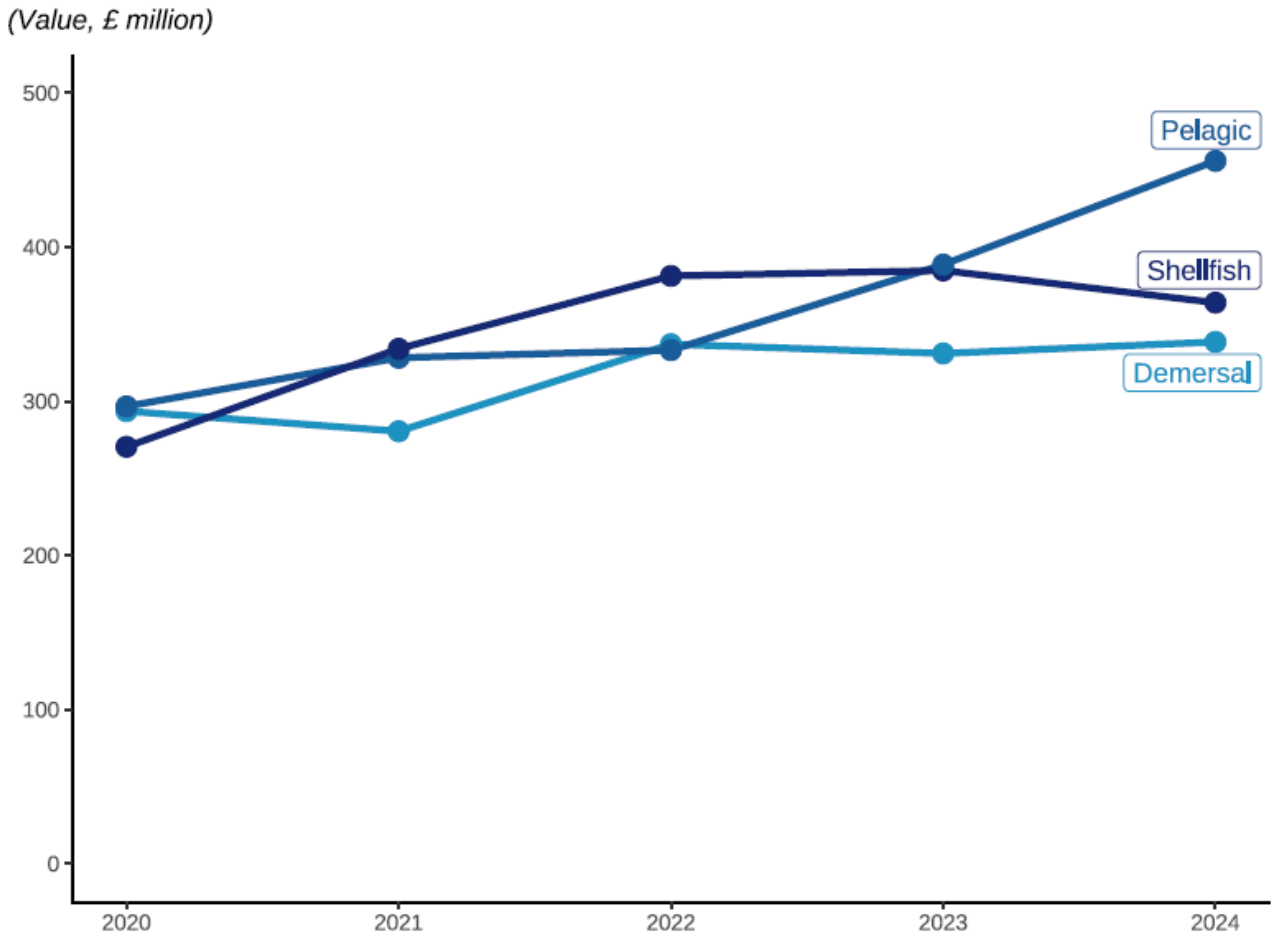
Figure 2.4: Quantity and proportion of landings by UK vessels in 2024 by species group.



Pelagic species make up 64.7% (482 thousand tonnes) of the total quantity of landings by UK vessels, while contributing 39.4% (£456 million) of the value landed[20]. This is because pelagic species typically achieve a lower price per tonne. Shellfish landings made up 16.8% of the total quantity landed (125 thousand tonnes) but accounted for 31.4% of the value landed (£364 million).

[20] Table 2.1

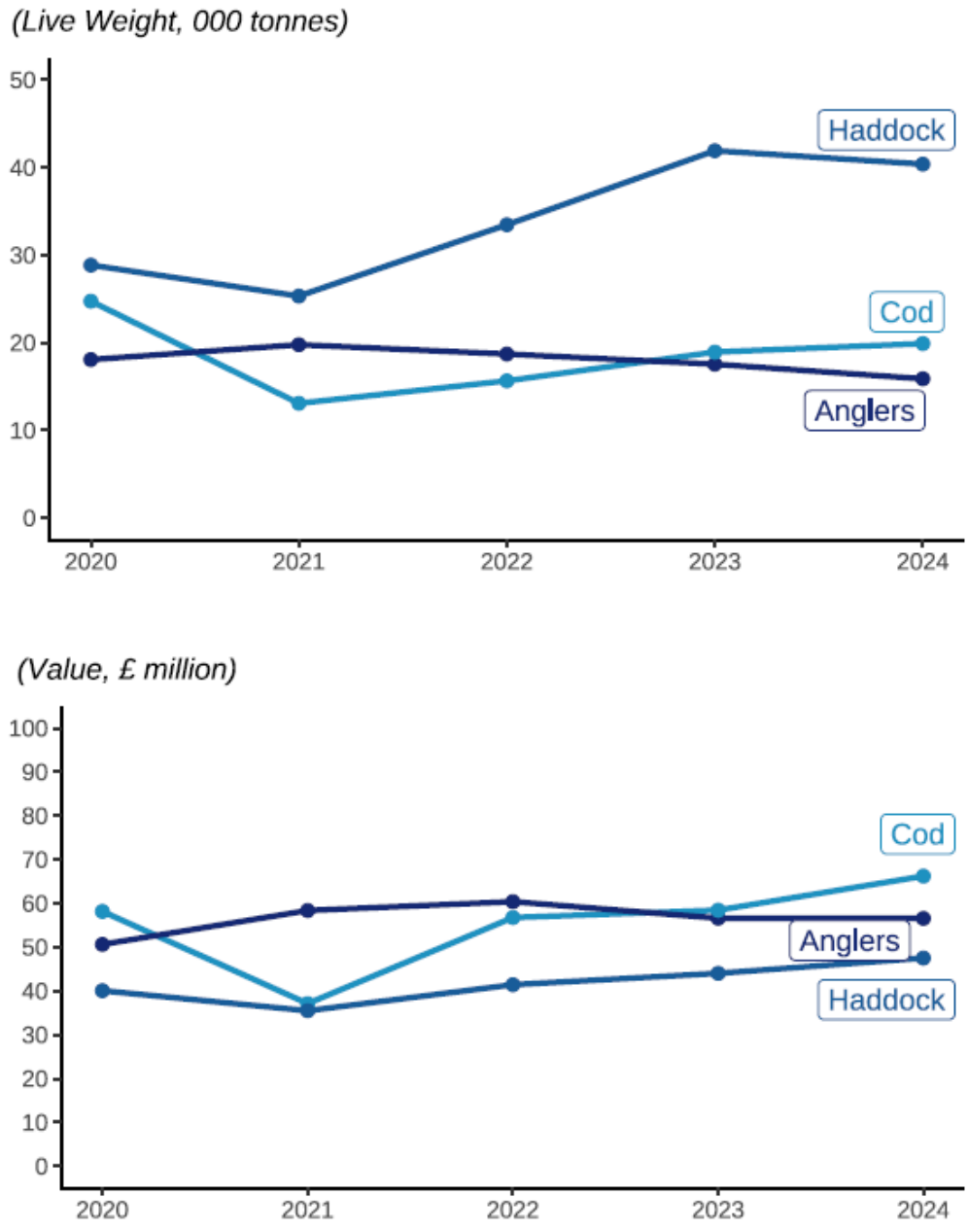
Figure 2.5: Value of landings by UK vessels between 2020 and 2024 by species group.



The value of pelagic landings by UK vessels has increased since 2022 by 37% (£123 million), in contrast to demersal which has remained similar and shellfish which has declined by 5% (17 tonnes). The increase in value of pelagic species relates to higher landings, whereas both demersal and shellfish landings have been relatively consistent over the same period.

Demersal

Figure 2.6: Quantity and value of landings between 2020 and 2024 by UK vessels of key demersal species: Cod, Haddock, and Monks or Anglers



Landings of key demersal species, specifically Cod, increased in 2024. Landings of Cod increased by one thousand tonnes, this represents an increase of 5% when compared to 2023 landings. This contributed to an increase in the value landed £7.8 million which represents a 13% increase compared to 2023.

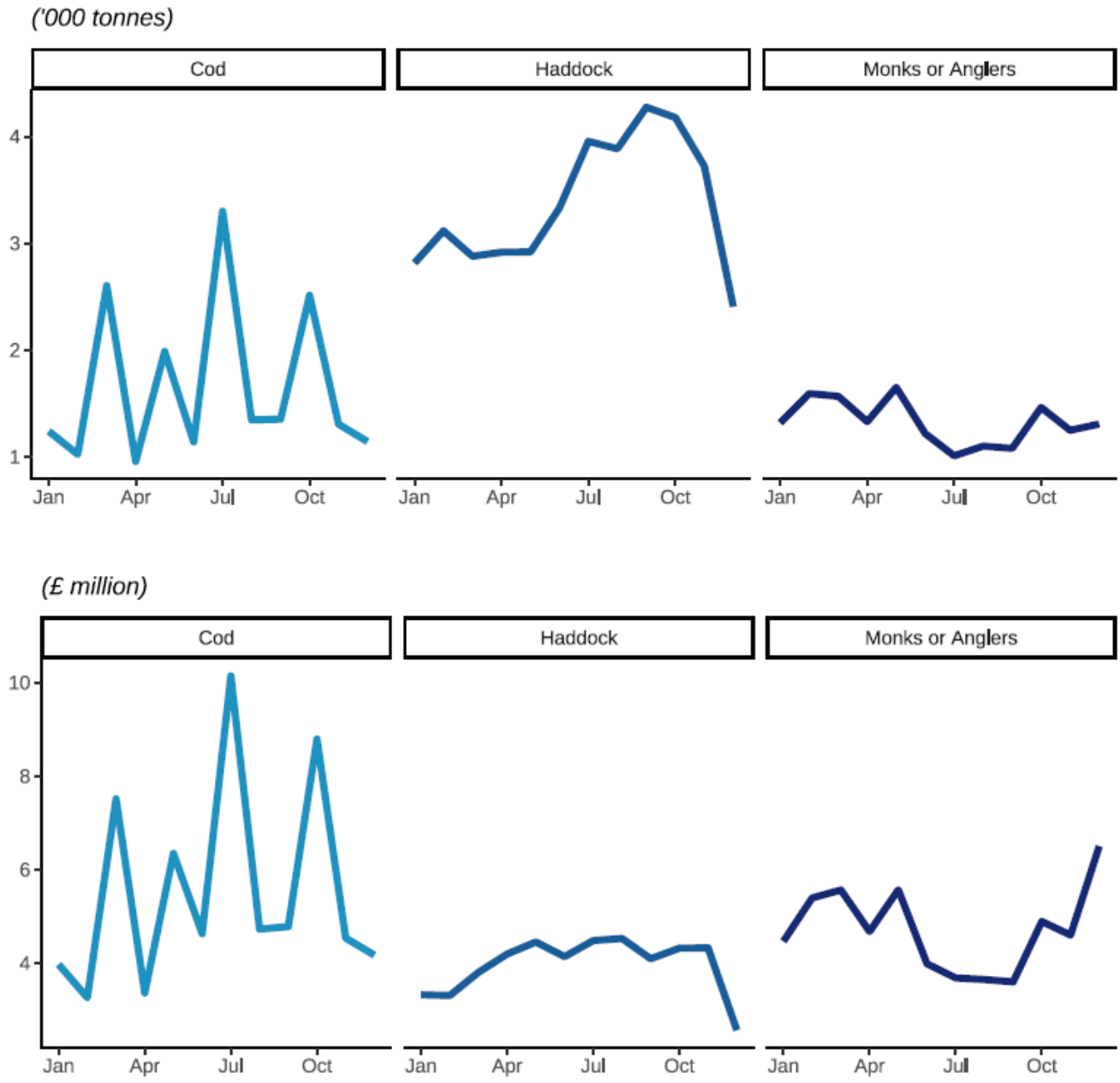
Landings of demersal species, particularly Cod and Haddock, have fallen considerably since 1996. This follows the long-term declining trend reported since 1938[21]. In 2024, landings of demersal fish were around 17% of the quantity landed in 1938.

The decline in demersal fish landings is driven by several factors, including but not limited to, a reduction in fleet size, diminishing fish stocks, and restricted fishing opportunities. Over recent decades, national and

[21] Table 2.7 – note this table includes landings into the UK by UK and foreign vessels.

international regulations have further limited demersal fishing activity through vessel decommissioning, quota reductions, fishing effort limits, and other measures introduced under stock management plans.

Figure 2.7: Quantity and value of landings in 2024 by UK vessels of key demersal species; Cod, Haddock, and Monks or Anglers.



Landings of Cod tend to fluctuate more than those of Haddock or Anglerfish because the UK's distant water fleet targets Cod in areas such as Faroese waters and around Svalbard. These distant water vessels operate outside of UK waters, often within other countries' Exclusive Economic Zones (EEZ) or international waters. They are large vessels capable of remaining at sea for months and landing substantial volumes of fish at once, which explains the periodic spikes in landed quantities.

Among demersal species, Sole, Turbot and Halibut command the highest prices, ranging between £11,057 and £16,202 per tonne in 2024[22]. These elevated prices, particularly for sole, are likely due to reduced supply following the introduction of the Sole Recovery Zone[23].

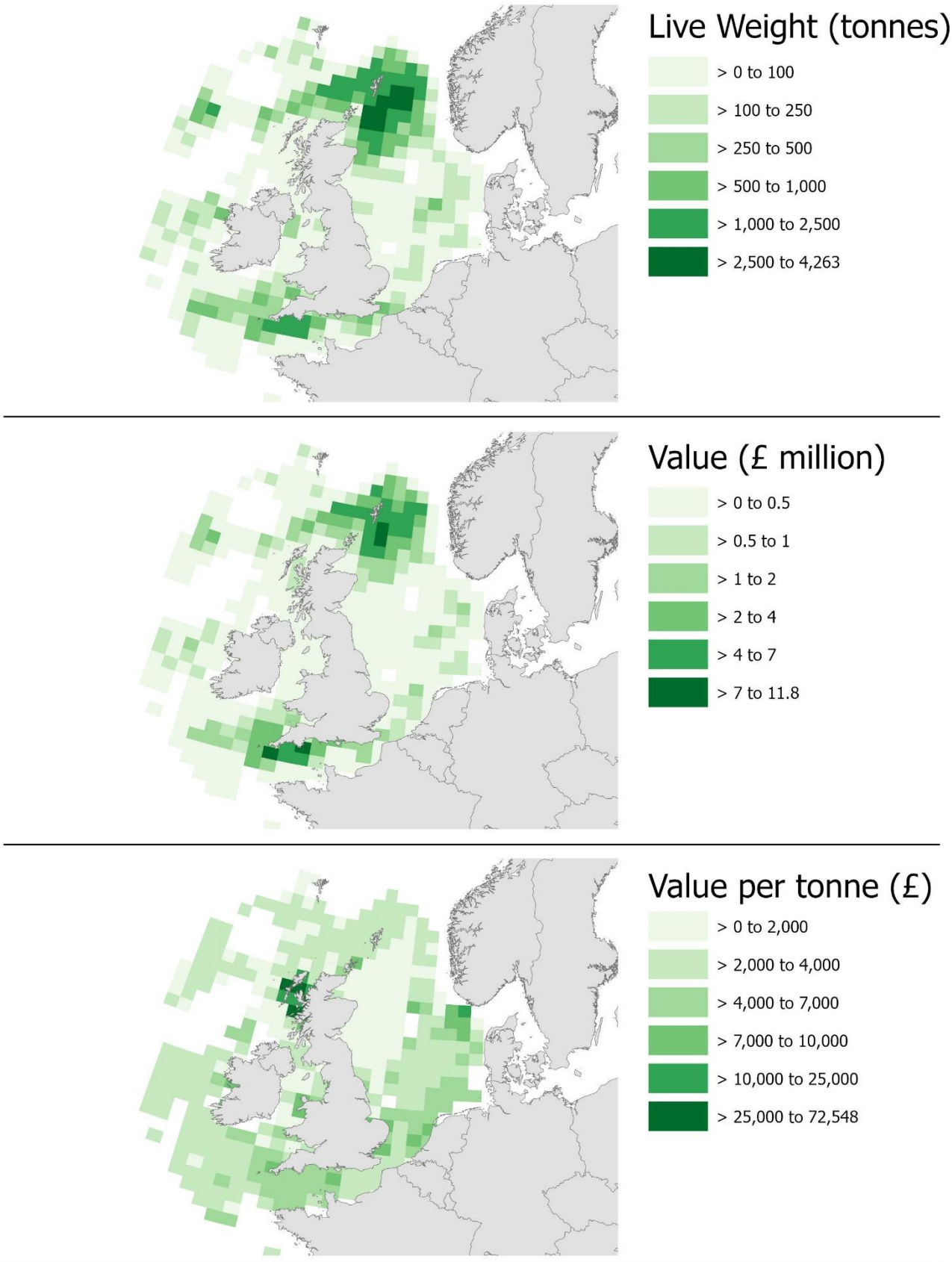
ICES rectangle
The International Council for the Exploration of the Seas (ICES) standardise the division of sea areas for analysis. Each ICES statistical rectangle is 30 minutes latitude by 1-degree longitude, which is approximately 30 by 30 nautical miles. Note that the area of ICES rectangles varies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

ICES rectangles are combined to create ICES areas.

The following maps show where demersal species were landed by the UK fleet in 2024, broken down by ICES area of capture. In 2024, the largest quantities and total value of demersal landings by the UK fleet were in the north-east of Scotland and the English Channel. The demersal species with the highest average price per tonne were landed from waters along the west coast of Scotland.

[22] Table 2.16
[23] https://www.gov.uk/government/publications/manage-your-fishing-effort-sole-recovery-zone/sole-recovery-zone-rules

Figure 2.8: Quantity and value of landings of demersal species by the UK fleet in 2024 by ICES rectangle.[24]



Coordinate System: ETRS 1989 LAEA
Projection: Lambert Azimuthal Equal Area

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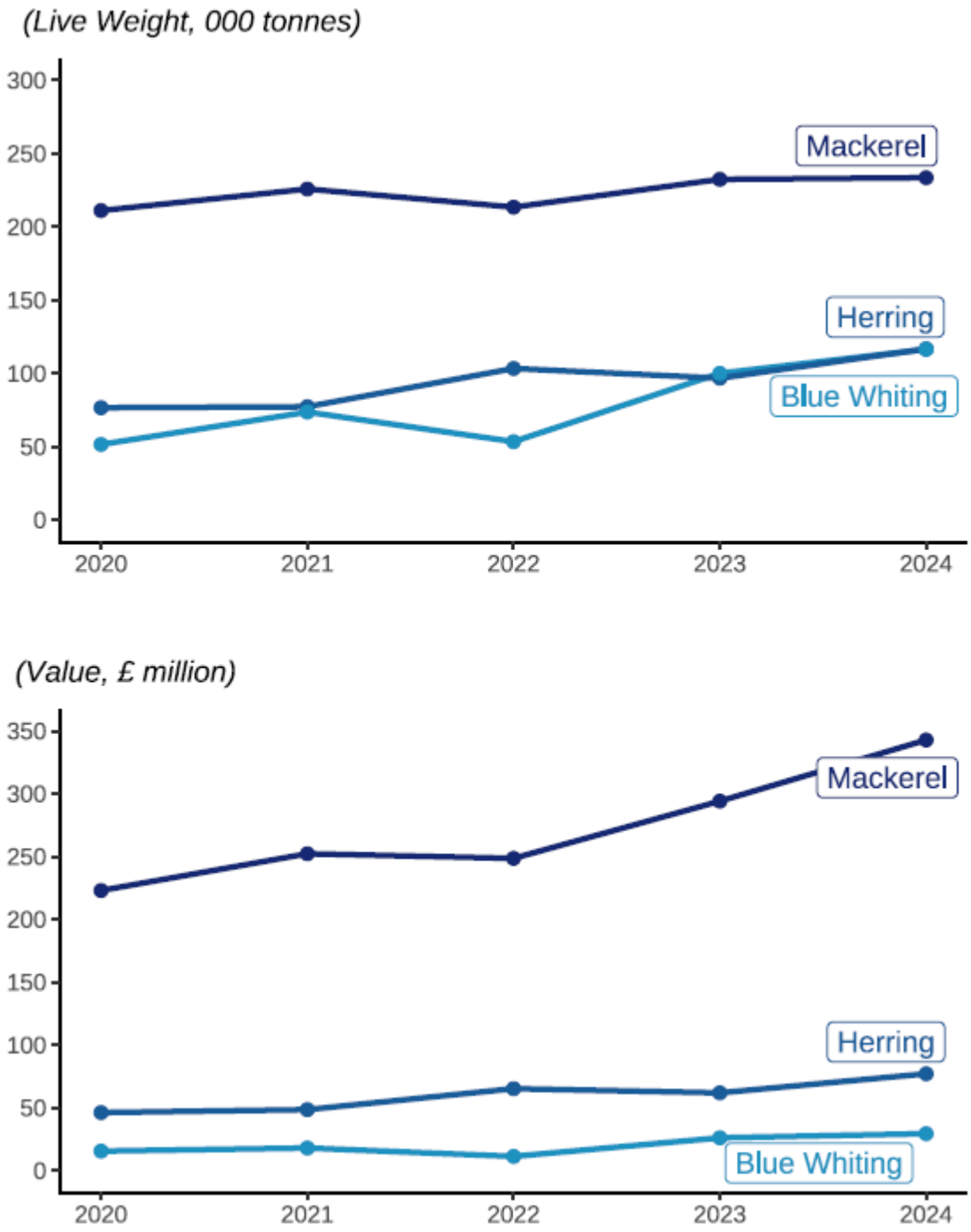
Pelagic

Figure 2.9: Quantity and value of landings between 2020 and 2024 by UK vessels of key pelagic species; Blue Whiting, Herring, and Mackerel.



In 2024, the quantity of both Herring and Blue Whiting landed by UK vessels increased compared to 2023, up by 21% and 16% respectively. This equates to an additional 20 thousand tonnes of Herring and 16 thousand tonnes of Blue Whiting. Landings of Mackerel increased only slightly, by around one thousand

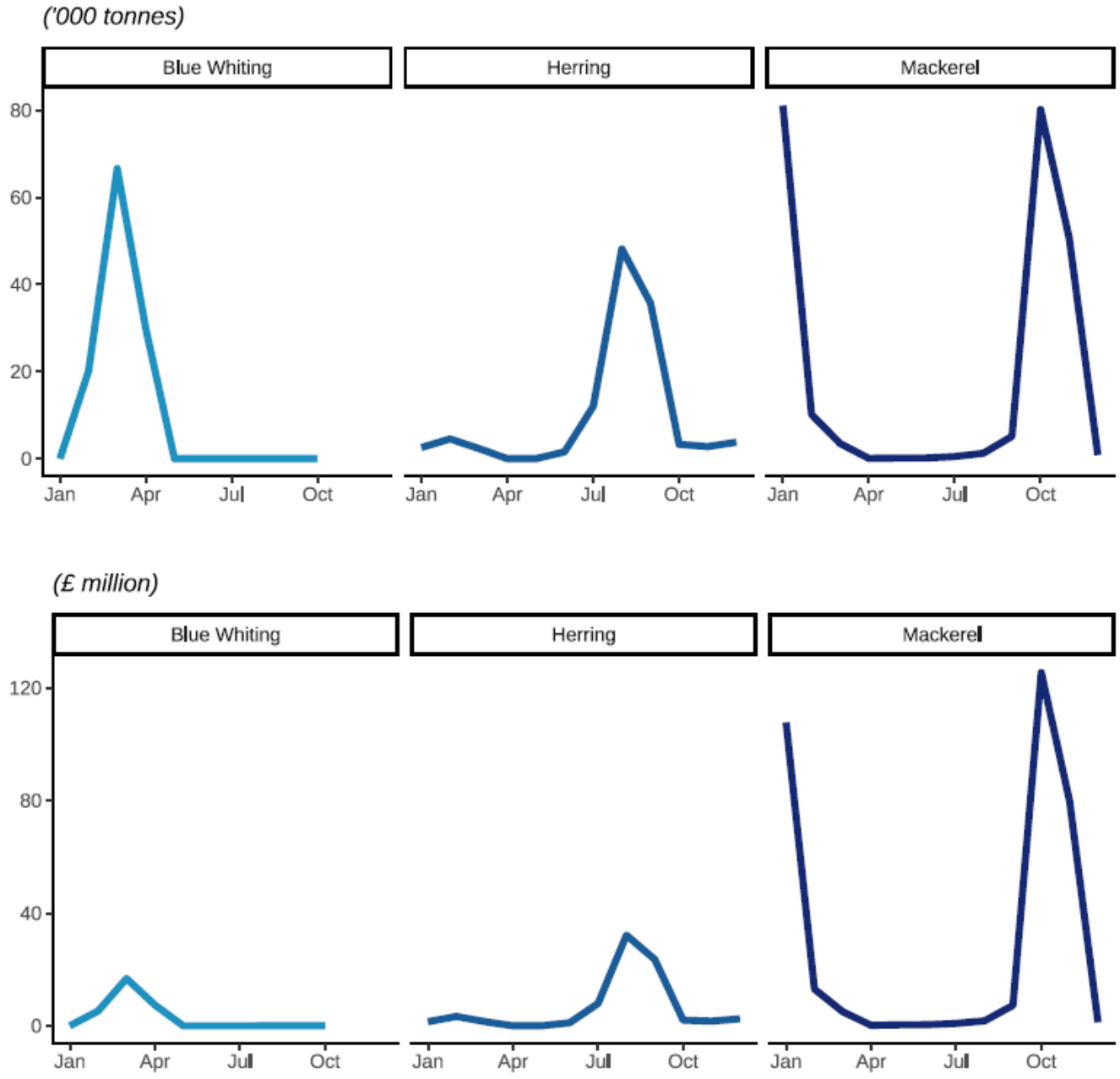
tonnes (less than 1%). However, the value of Mackerel landings increased, up by 17% (£49 million) compared with 2023.

Mackerel remains the most caught species by the UK fleet, with over 233 thousand tonnes landed in 2024, accounting for 31% of the total UK catch. Of these Mackerel landings, 48% were landed abroad.

Most pelagic species are under stock management plans with defined quotas, meaning annual landings generally follow quota limits. Quotas for key pelagic species such as Herring and Blue Whiting have increased in recent years due to quota transfers and access arrangements negotiated by the UK as an independent coastal state.

Although the majority of pelagic and demersal species are subject to quotas, pelagic landings have not declined as sharply as demersal landings over the long term. Compared to 1938, pelagic landings into the UK, by UK and non-UK vessels in 2024 were 19% lower, whereas demersal landings were down by 83%.

Figure 2.10: Quantity and value of landings in 2024 by UK vessels of key pelagic species fish; Blue Whiting, Herring, and Mackerel.

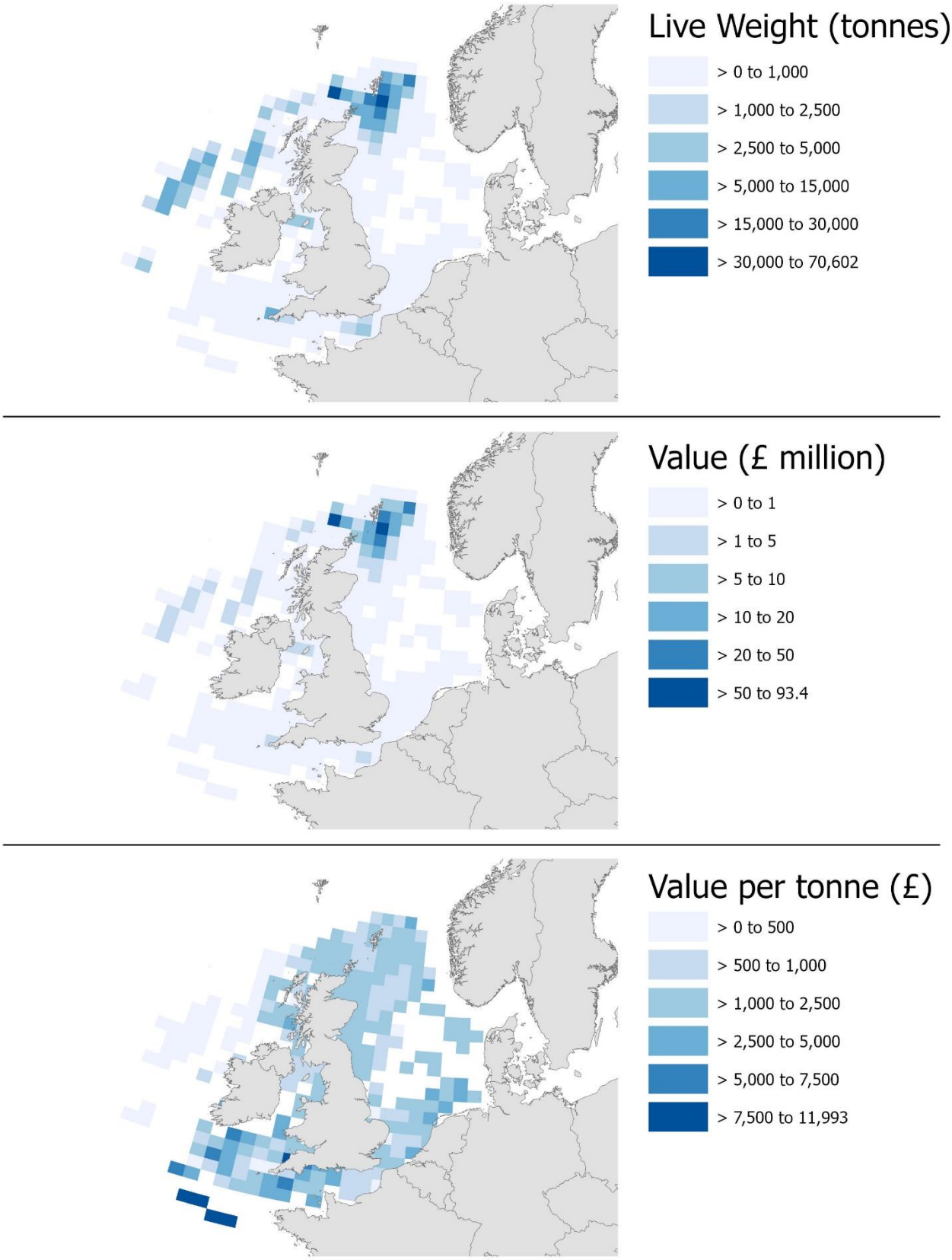


Pelagic landings follow distinct seasonal patterns. Mackerel is primarily targeted during the winter months by larger vessels, resulting in high volumes of landings in January, February, October and November each year. By December, quotas are nearly exhausted, so landings are consistently lower.
In 2024, around 95% (116 thousand tonnes) of all mackerel landed into the UK by the UK fleet occurred during these four peak months.

A two-month period (August to September) accounts for 80% (52 thousand tonnes) of Herring landed into the UK by the UK fleet in 2024. Landings in June and July were mainly from the North Sea, with additional catches from the Irish Sea during August and September.

The following maps show all pelagic species landings by the UK fleet in 2024, broken down by ICES rectangle of capture. The largest quantities and total value of pelagic species were caught from rectangles near Shetland and along the north coast of Scotland extending to the northwest coast of Ireland.
Price per tonne was more evenly distributed across rectangles, with the highest prices recorded closer to the south-west coast of England.

Figure 2.11: Quantity and value of landings of pelagic species by the UK fleet in 2024 by ICES rectangle.



Coordinate System: ETRS 1989 LAEA
Projection: Lambert Azimuthal Equal Area

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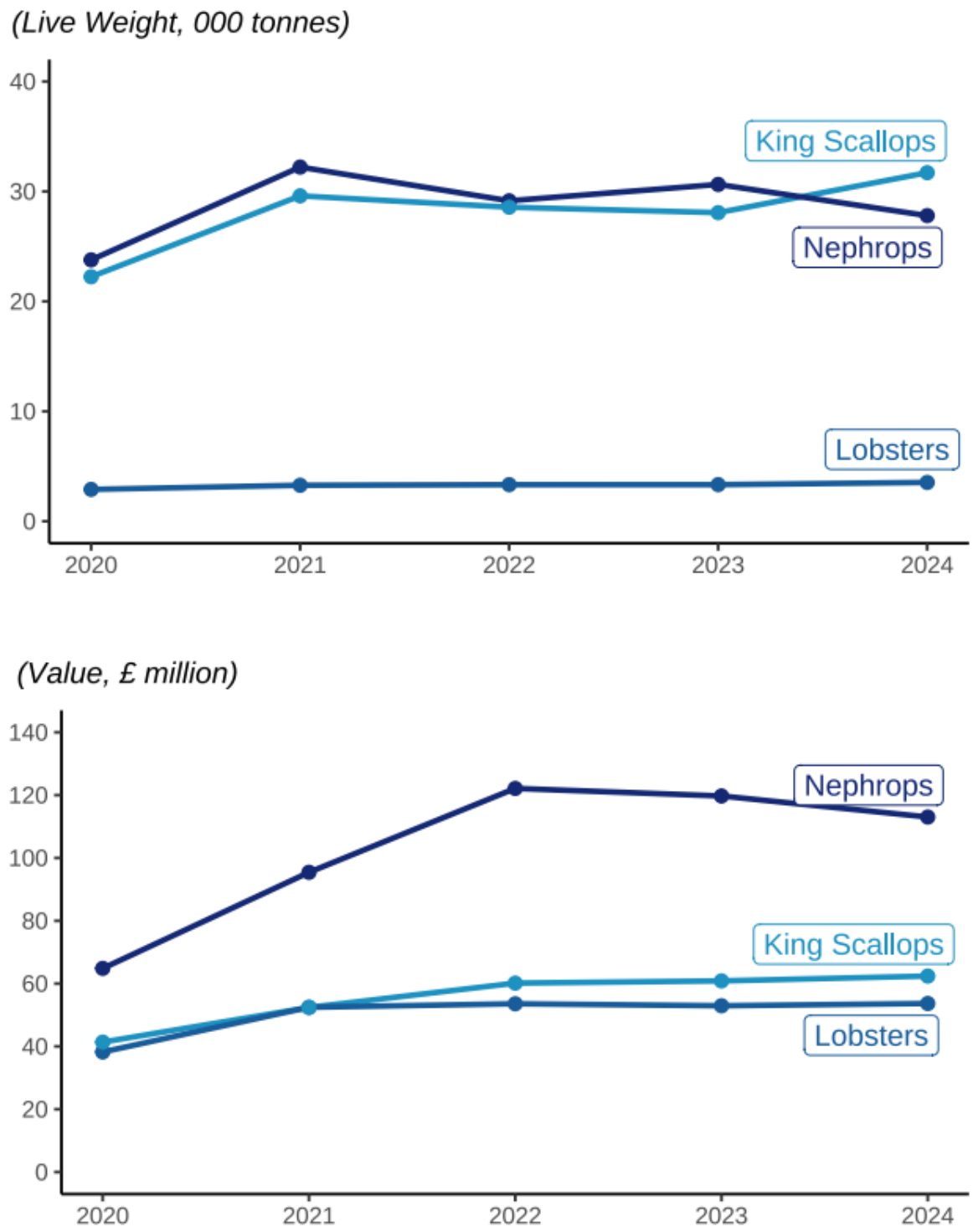
Shellfish

Figure 2.12: Quantity and value of landings between 2020 and 2024 by UK vessels of key shellfish species; Lobsters, Nephrops, and King Scallops.



Nephrops (also known as Langoustine or Norway lobster), Lobsters and King Scallops are the main shellfish species landed by the UK fleet by Value. The account for 50% (63 thousand tonnes) of all shellfish landings made by the UK fleet in 2024.

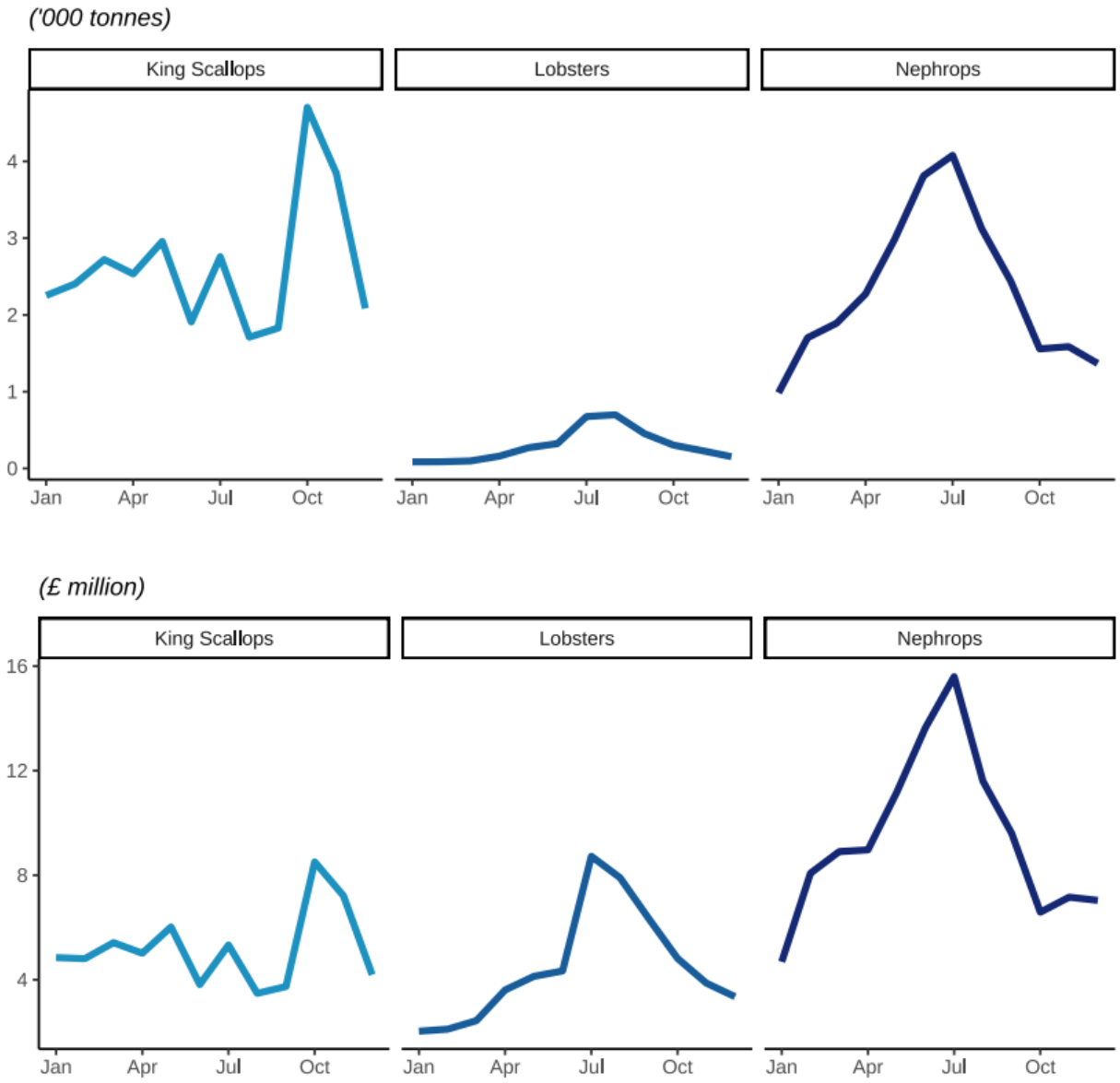
The combined total value landed of these three key species fell by 2% (£4 million) between 2023 and 2024, mainly due to a decline in Nephrops landings.

Over the last 86 years, landings of demersal species have decreased substantially (outlined in demersal section). In contrast, landings of shellfish have increased by over 276%, from 32 thousand tonnes in 1938 to 125 thousand tonnes in 2024.

This increase is partly because quotas for shellfish species apply only to Nephrops. In addition, the increase in shellfish landings by the UK fleet is likely driven by the industry diversifying into the shellfish sector, where fishing opportunities are often subject to fewer restrictions.

Successive improvements in data collection for this sector in recent years, including the introduction of the registers of buyers and sellers (RBS) in 2005, may account for some of the increase in reported landings.

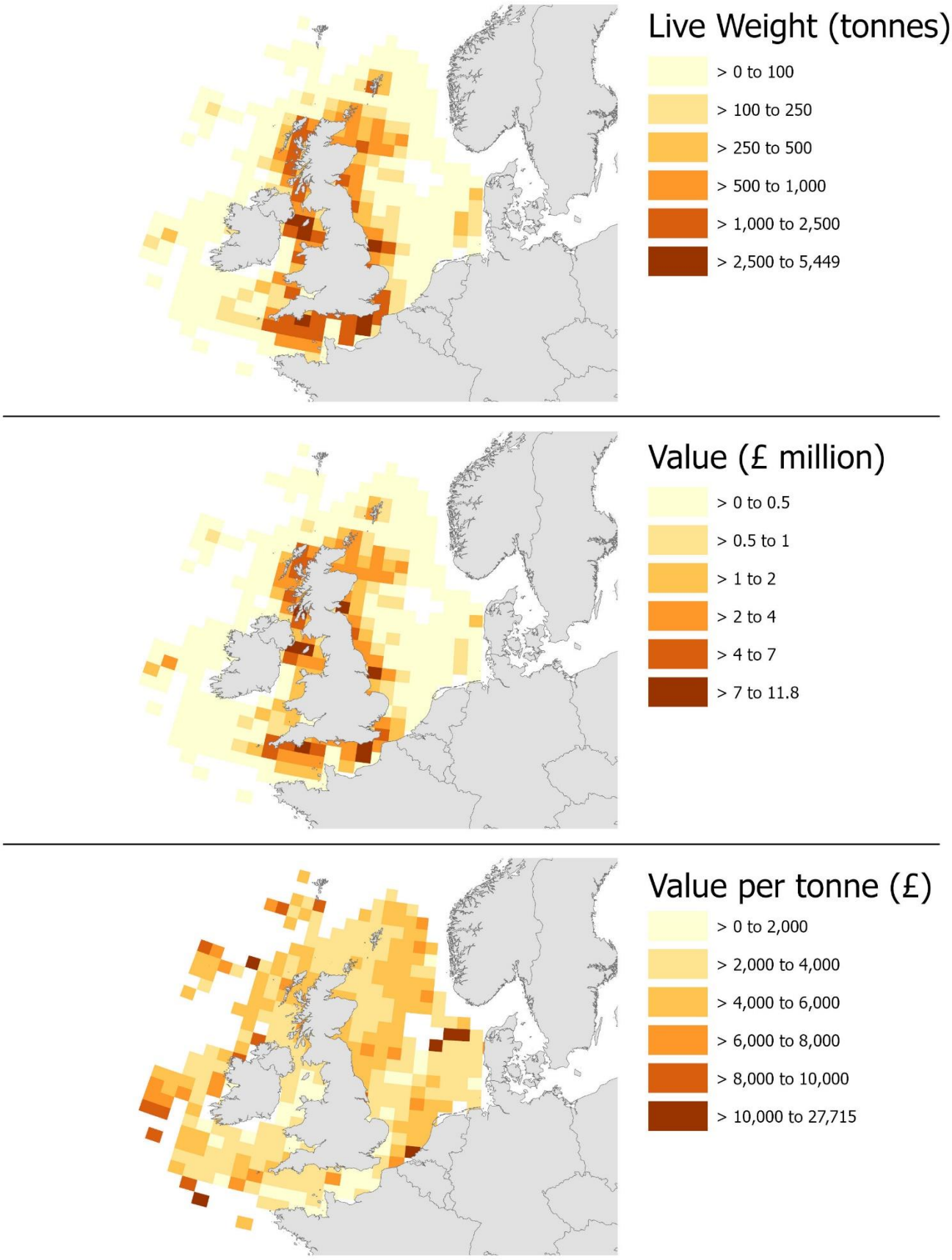
Figure 2.13: Quantity and value of landings in 2024 by UK vessels of key shellfish species; Lobsters, Nephrops, and King Scallops.



Nephrops and Lobster landings fluctuate throughout the year but peak during the summer months. King Scallop landings reach their highest levels toward the end of the year, just before the Christmas period.

The following maps show all shellfish landings by the UK fleet in 2024, by ICES rectangle of capture. The largest quantities and total value of shellfish were caught from rectangles close to the UK coastline. However, the highest prices per tonne were typically achieved in rectangles located further offshore

Figure 2.14: Landings of shellfish species by the UK fleet in 2024 by ICES rectangle.



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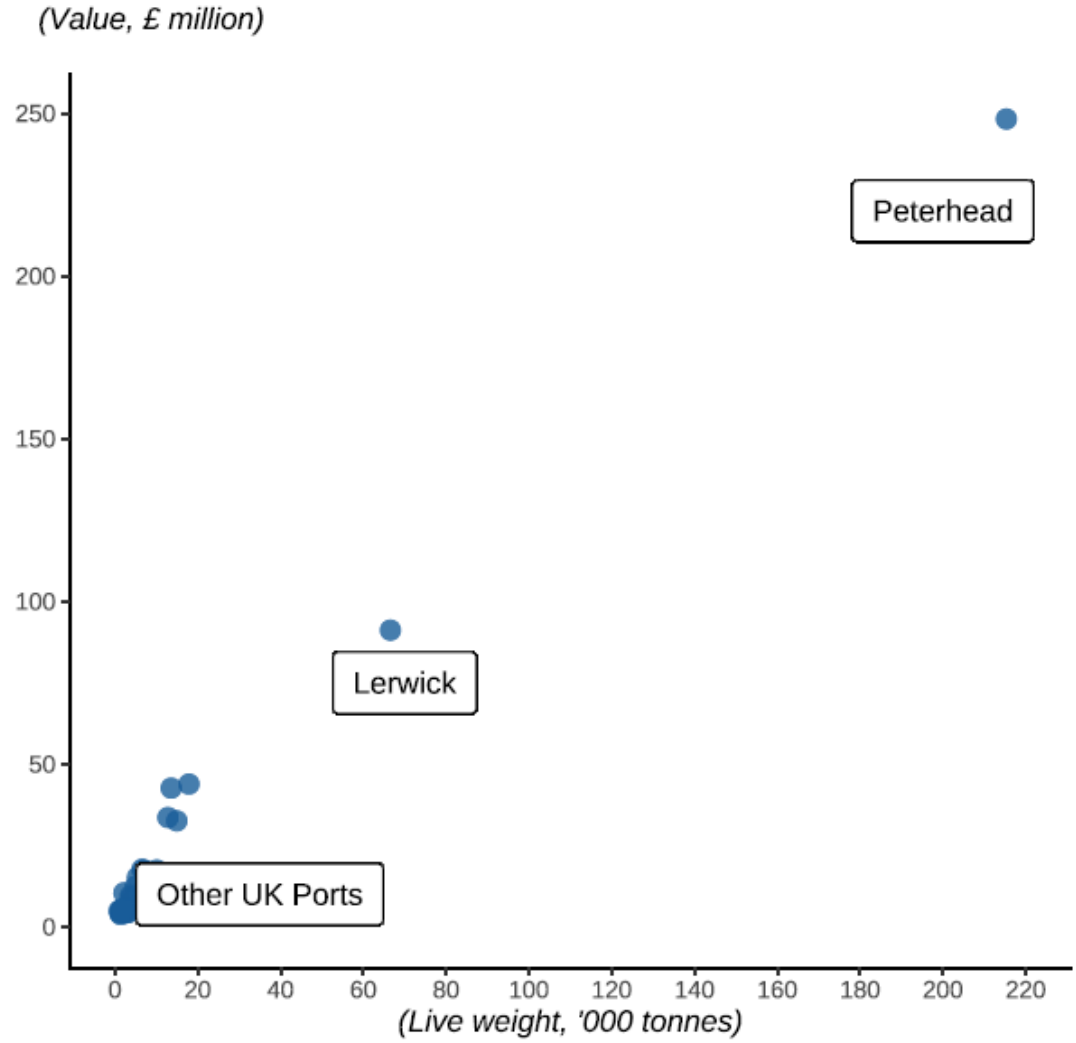
Landings by port

Figure 2.15: Quantity and value of landings in 2024 into UK ports.



Peterhead consistently ranks as the leading UK port for landings, followed by Lerwick, both are in northern Scotland. In England, Newlyn recorded the highest quantity and value of landings, followed by Brixham.

In 2024, approximately 78% (273 thousand tonnes) of all landings by UK vessels into Scotland were into Peterhead and Lerwick, which serve as major ports for pelagic species landings.

By contrast, landings into Newlyn and Brixham (the top two English ports) accounted for only 33% (31 thousand tonnes) of landings into England, with the remaining landings more evenly distributed across other English ports.

Figure 2.16: Quantity of landings into the UK's top 20 ports in 2024.

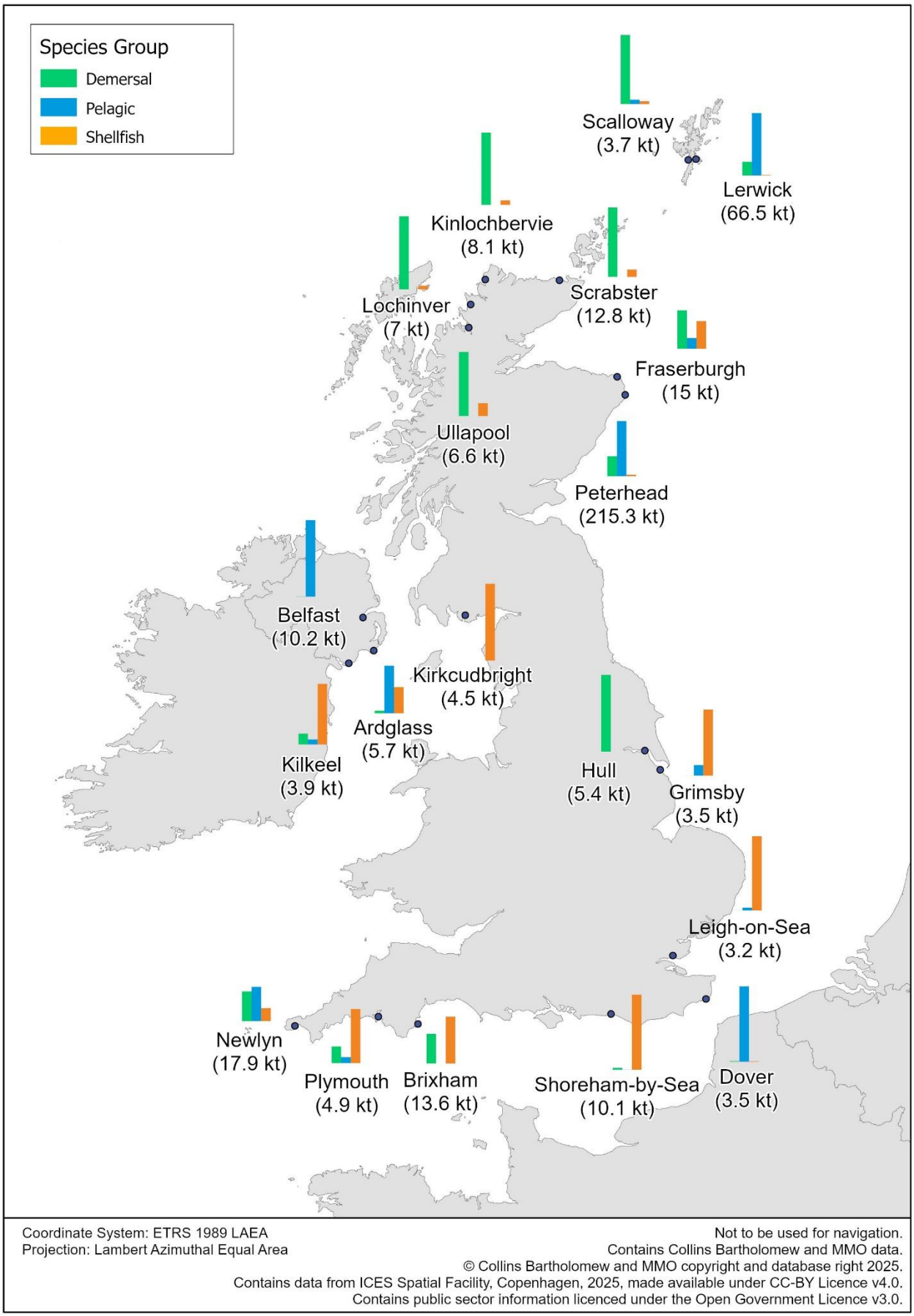
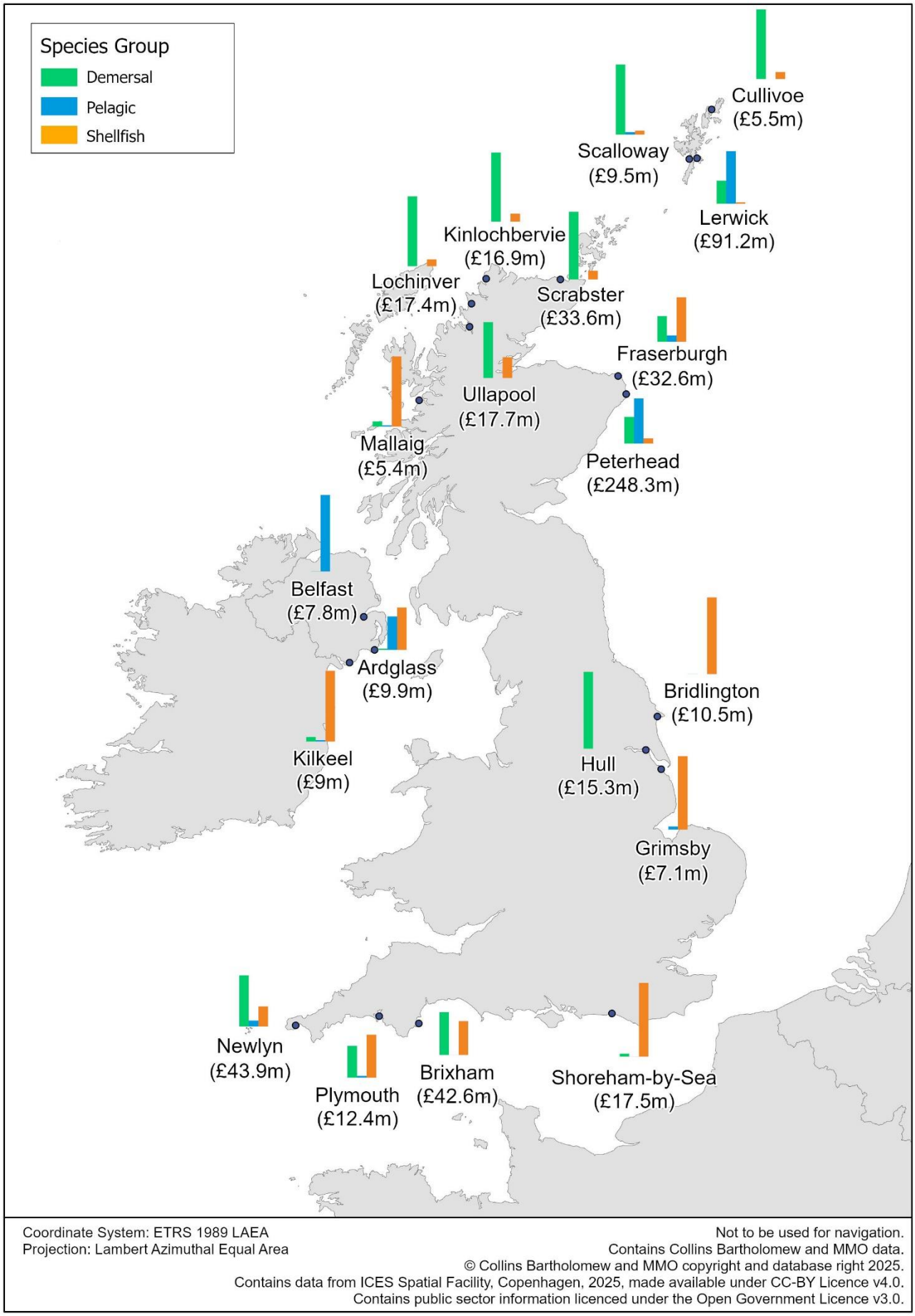
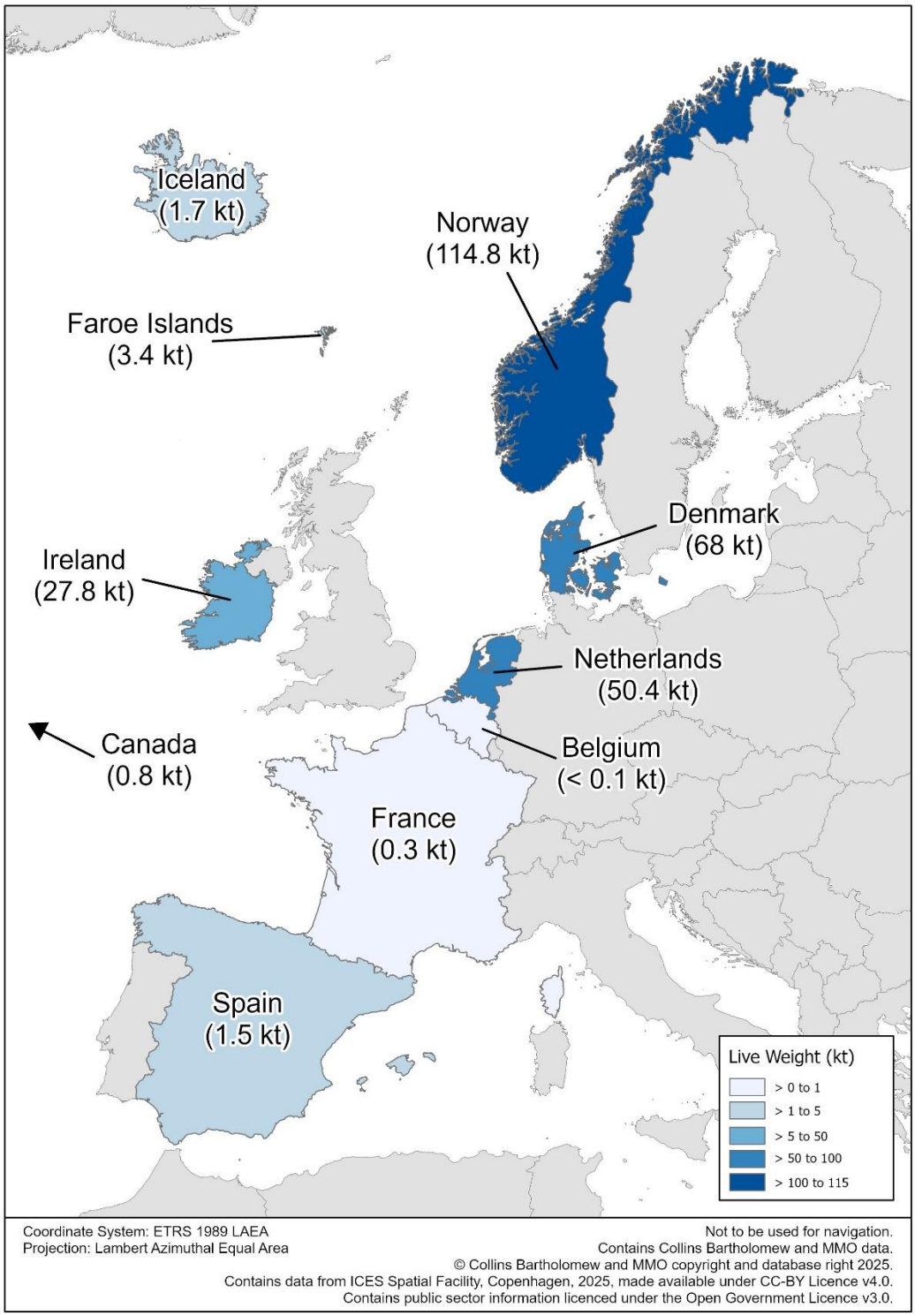


Figure 2.17: Value of landings into the UK's top 20 ports in 2024.



Landings abroad by the UK fleet

Figure 2.18: Quantity of landings abroad by the UK fleet in 2024.



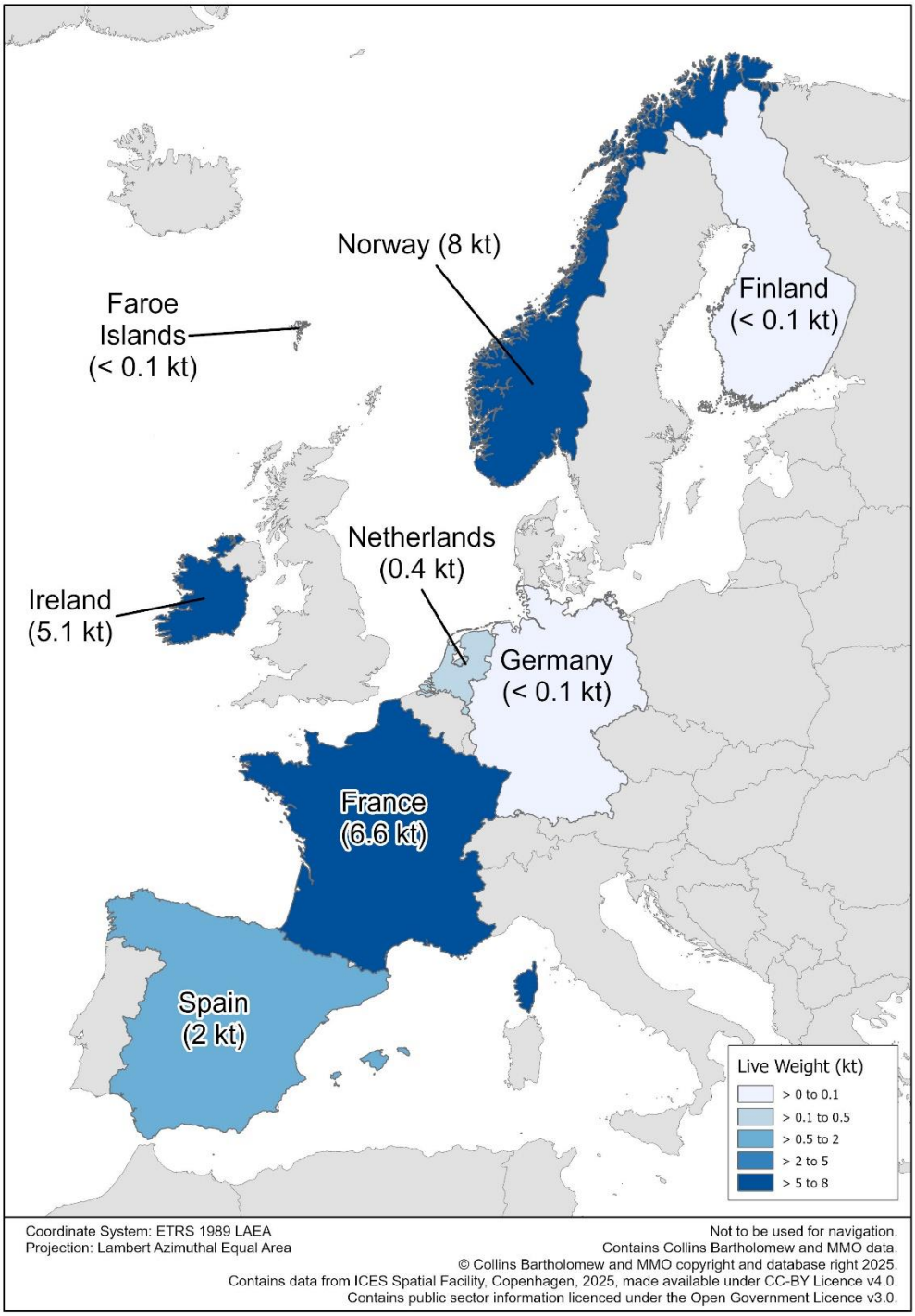
In 2024, UK vessels landed 269 thousand tonnes of fish abroad, representing 36% of the total quantity and 26% of the total value of all UK landings. This was a 4% decrease in quantity compared with 2023, while the overall value increased by 3% (£10 million). The majority of landings abroad were pelagic species (92%), with mackerel alone accounting for 45% of this species group.

Almost 43% (115 thousand tonnes) of all landings abroad were into Norway, followed by Denmark (25% or 68 thousand tonnes). A small proportion of the UK registered fleet is under Danish ownership, which

contributes to the high volumes landed into Denmark. Similarly, vessels under Dutch ownership account for significant landings into the Netherlands (19% or 50 thousand tonnes).

Landings into UK ports by foreign vessels

Figure 2.19: Quantity of landings in UK ports by foreign vessels in 2024.

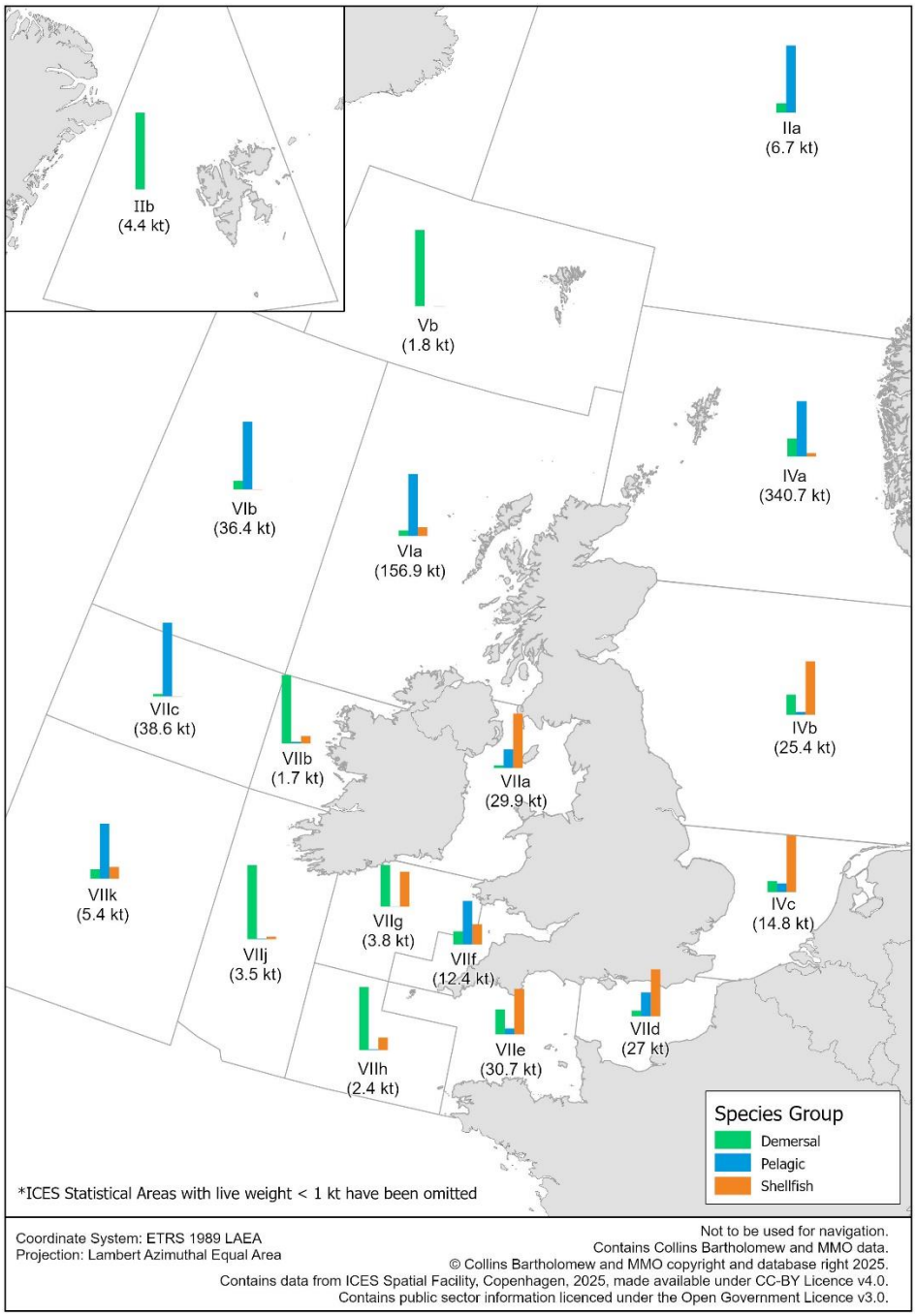


In 2024, foreign vessels landed 22 thousand tonnes of fish into the UK, an increase of 14% compared with 2023. Landings decreased between 2020 and 2021, down 50% (19 thousand tonnes), however have remained relatively stable since, largely due to reduced access for foreign vessels to UK waters following the UK's exit from the EU.

Of these landings in 2024, almost 98% (22 thousand tonnes) were demersal or pelagic species. The remaining 500 tonnes consisted of shellfish.

Area of capture

Figure 2.20: Quantity of landings by the UK fleet in 2024 by area of capture and species group.



Different sea areas yield different proportions of species.

- 57% (79 thousand tonnes) of the demersal fish landed by the UK fleet was from the Northern North Sea (Iva) in 2024.

- 51% (246 thousand tonnes) of pelagic fish landed by the UK fleet was from the Northern North Sea (IVa) in 2024.

- 28% (35 thousand tonnes) of shellfish landed by the UK fleet is from the English Channel (VIId & VIIe).

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.

Landings by Exclusive Economic Zone

Exclusive Economic Zone

The term Exclusive Economic Zone (EEZ) is taken to mean the entire zone under the exclusive jurisdiction of a coastal state or international organisation. This includes the territorial seas which spans 0-12 nautical miles from the coast as well as the UNCLOS Exclusive Economic Zone from 12 up to 200 nautical miles (or roughly 22 to 370 kilometres) from the coast. Where EEZs would overlap, a median line is used to delineate the sovereignty of waters.

From 2021, vessels were required to report fishing activity by EEZ, differentiating between UK and EU waters. From this date the EEZ of capture is determined by using the landings data as reported in vessel logbooks. Prior to 2021, the EEZ of capture was estimated by dividing landings in each ICES rectangle according to the proportion of EEZ present in that rectangle. Therefore caution is advised when assessing differences with years before this date due to the alternative methodology used. This is however the most reliable data available to the MMO to determine EEZ for UK fishing vessel activity prior to 2021.

Figure 2.21: The UK's Exclusive Economic Zone.

Figure 2.22: Quantity of landings by UK vessels in 2024 by waters.

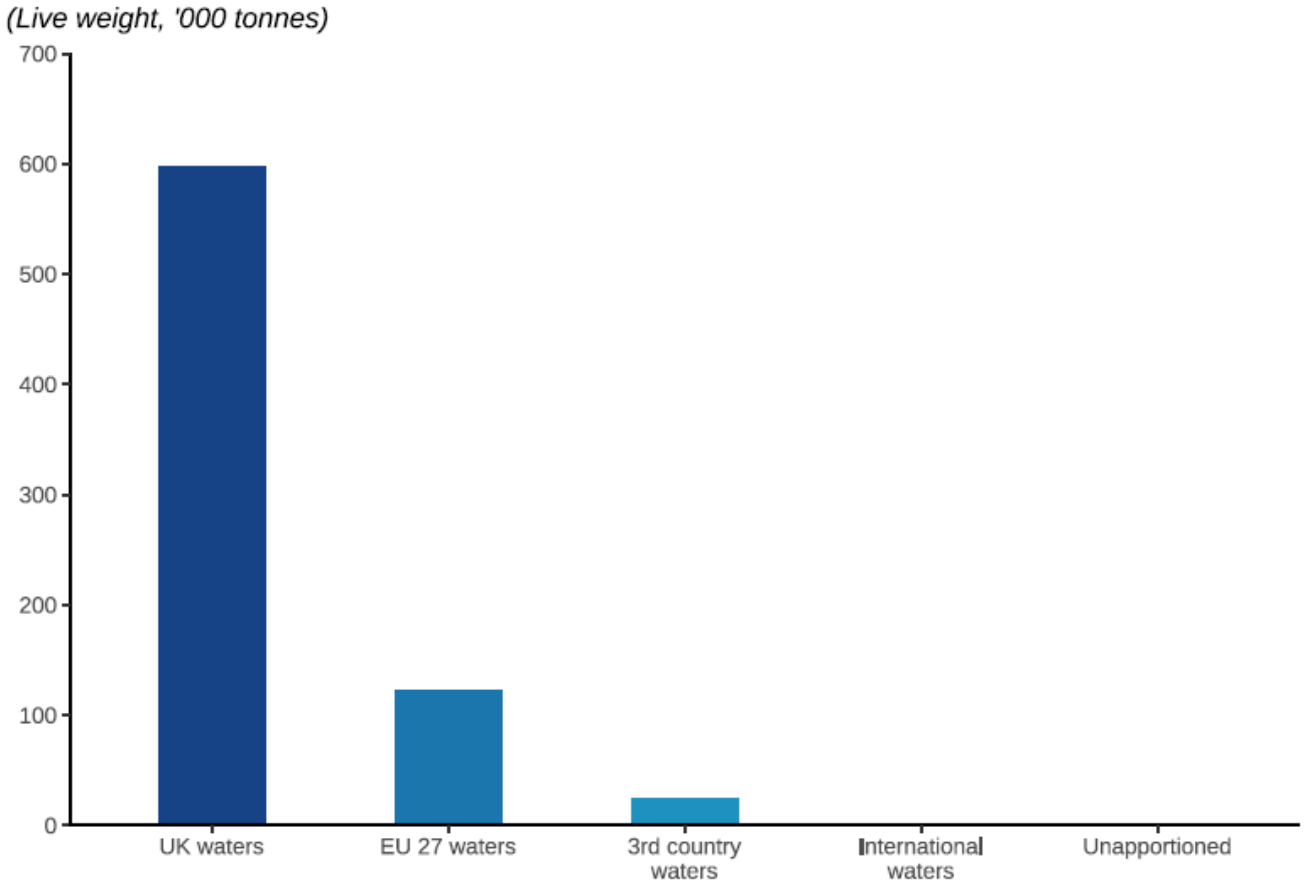
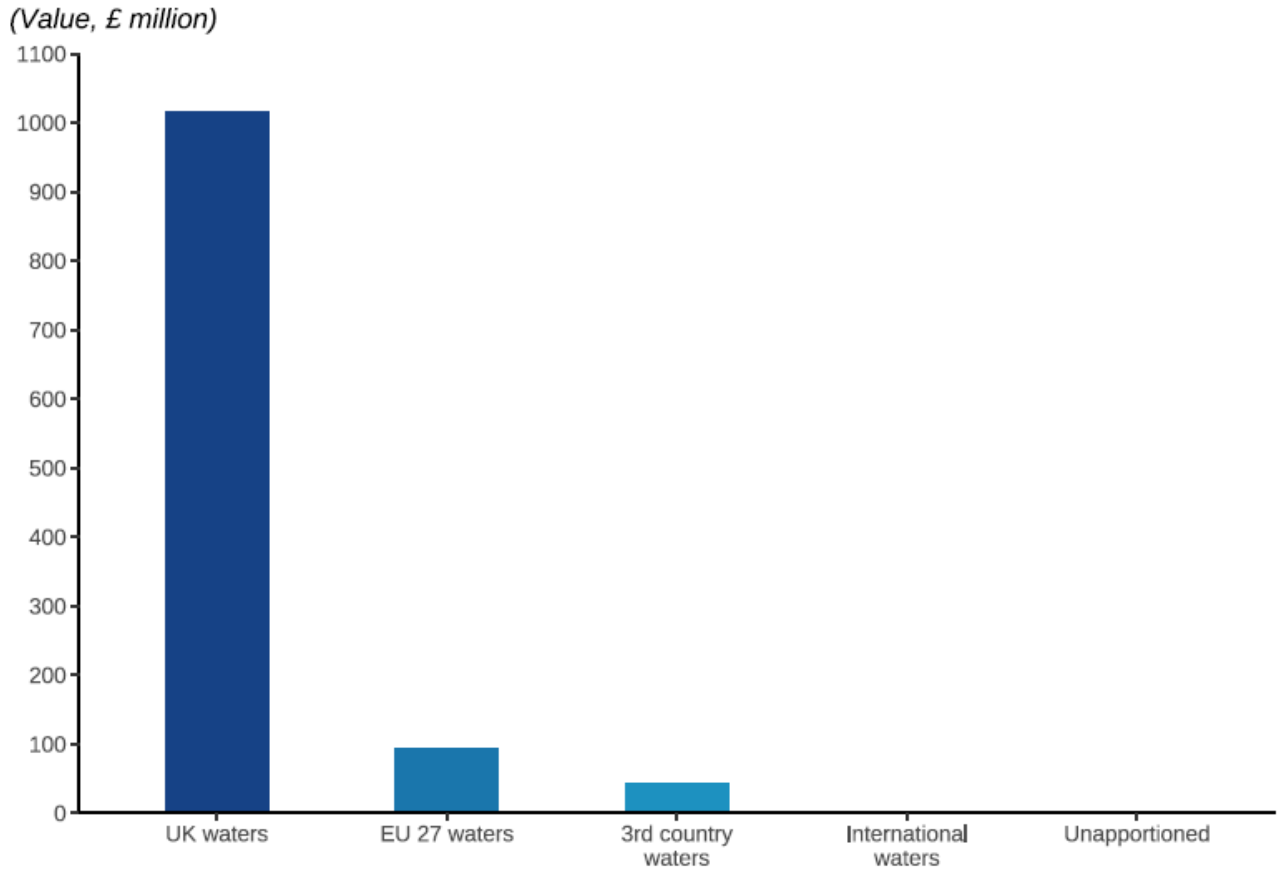


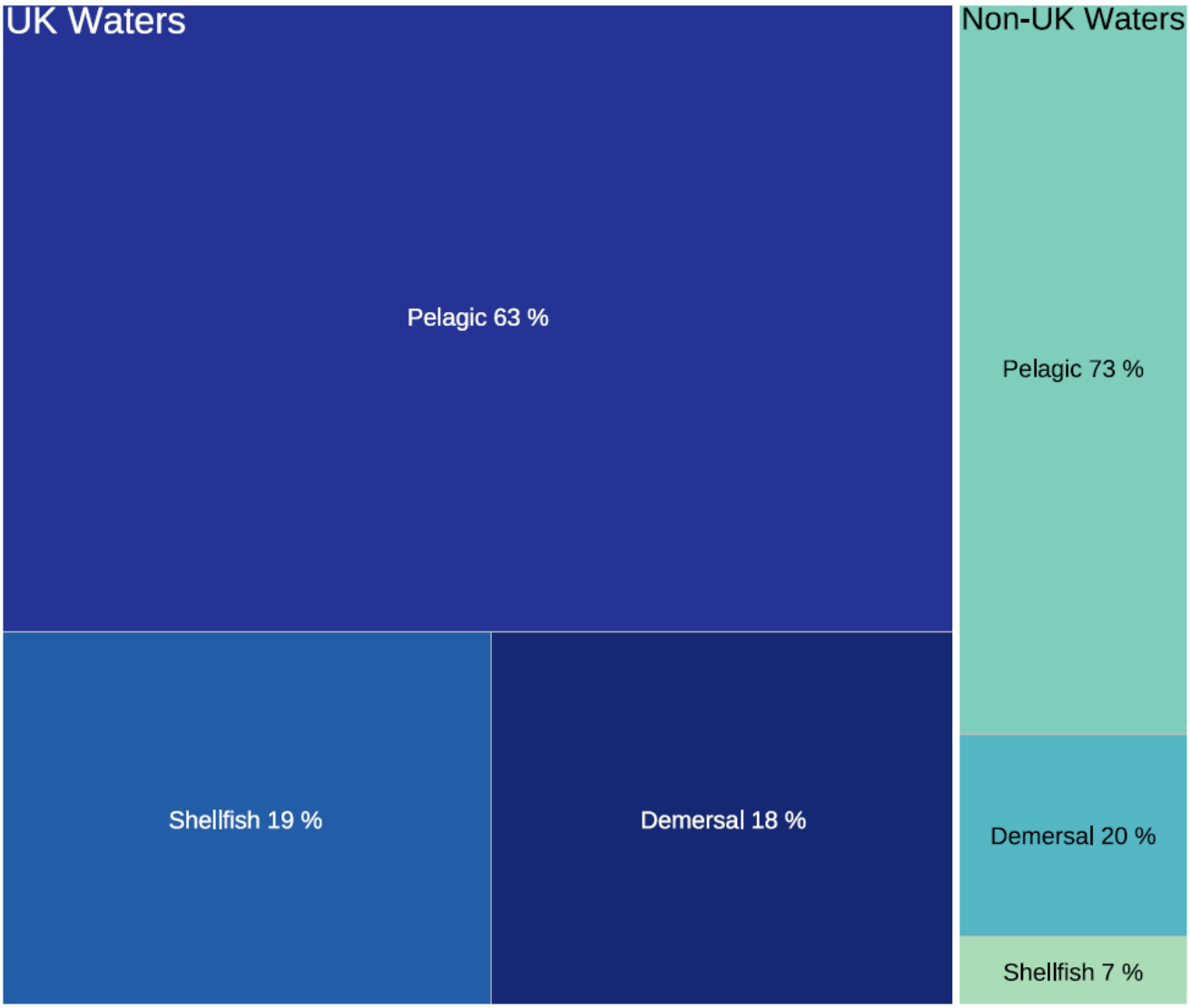
Figure 2.23: Value of landings by UK vessels in 2024 by waters.



In 2024, 80% (598 thousand tonnes) of landings and 88% (£1 billion) of the value of landings by UK vessels were from UK waters.

Outside UK waters, the most significant area for UK vessels was EU-27 waters, where they landed 122 thousand tonnes of fish and shellfish worth £94 million - an increase of 48% by weight and 25% by value compared with 2023. These landings accounted for 16% of the UK fleet's total catch by weight and 8% by value.

Figure 2.24: Percentage of species group landed by UK vessels caught from both UK and non-UK waters in 2024.



Pelagic species made up the majority of landings caught from both UK and non-UK waters in 2024. UK vessels landed a total of 598 thousand tonnes of fish and shellfish from UK waters, with a first sale value of approximately £1 billion. By weight, 55% (330 thousand tonnes) of this was from UK waters of area 27.4.a (Northern North Sea); mackerel and herring made up 74% (244 thousand tonnes) of those landings.

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 way of grouping is into mobile gear and passive gear. Both mobile and passive gears are designed to target one or more fish species. A key distinction is that mobile gears require movement through the water to catch fish while passive gears remain in one place.

Mobile 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.

In 2024, 92% (943 thousand tonnes) of fish landed by UK vessels were caught using mobile gears. Almost all pelagic species (99% or 478 thousand tonnes) and most demersal species (92% or 127 thousand tonnes) were caught using mobile gears[25]. For shellfish, 62% (77 thousand tonnes) were caught using mobile gears, primarily scallop dredges and otter trawls.

The type of gear used can influence the average price of fish. For demersal species, fish caught with passive gears typically achieve higher prices than those caught with mobile gears. Price differences also occur within gear classes. For example, shellfish caught using demersal trawls and seines command higher prices than those caught with dredges. This variation partly reflects the species targeted by different gears: demersal trawls and seines land more Nephrops, while dredges primarily land scallops, which have a lower

[25] Table 2.11

average price[26]. However, price premiums can also be linked to the capture method itself, driven in part by consumer preferences regarding the environmental impact of different gears.

Landings by quota and non-quota stocks

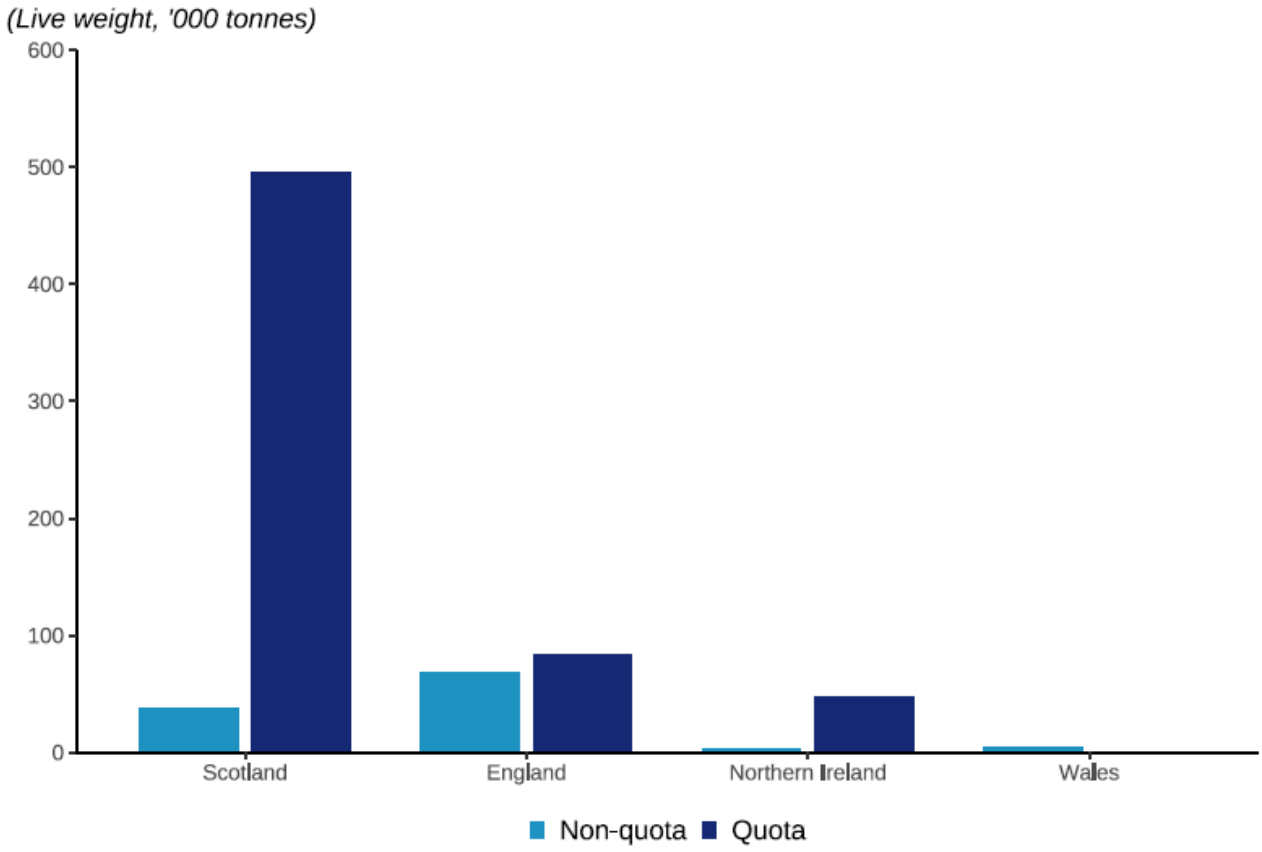
Quota and non-quota stocks

Landings of quota stocks are those fish which are managed via quota limits, i.e. there is an upper limit set on the amount of fish that can be harvested from the sea. Non-quota stocks do not have an upper limit set on the quantity of fish that can be caught, however some are managed via different regimes, e.g. effort limits on days at sea.

Non-quota species include almost all commercial shellfish species, Nephrops being the exception.

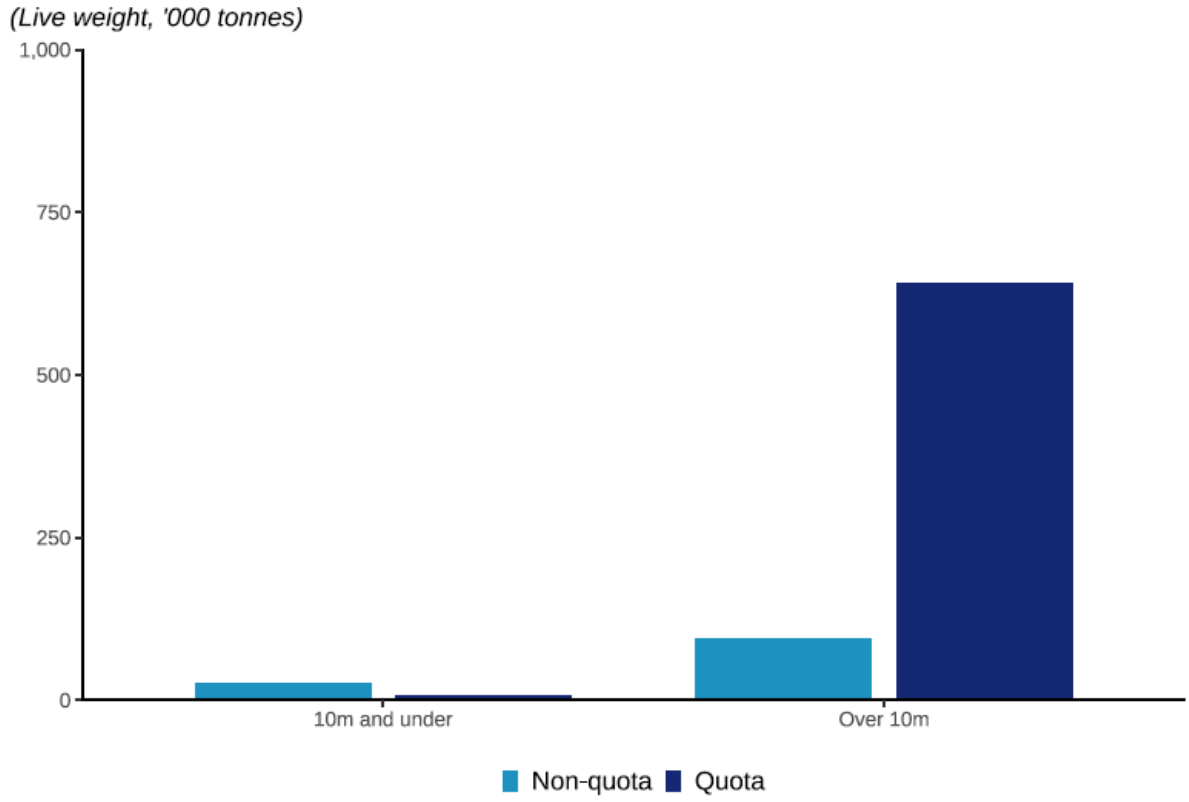
In 2024, landings of quota species made up 84% (627 thousand tonnes) of the total quantity of landings by the UK fleet and 75% (£864 million) of the value.

Figure 2.25: Quantity of landings by UK vessels of non-quota and quota species in 2024 by fisheries administration.



[26] Table 2.16

Figure 2.26: Quantity of landings by UK vessels of non-quota and quota species in 2024 by 10 metre and under and over 10 metre vessels.



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 10 metre and under.

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

Scottish vessels landed 79% (495 thousand tonnes) of total UK landings of quota species in 2024.

Landings of non-quota species by under 10 metre vessels were four times higher than their landings of quota species. Conversely, landings of quota species by over 10 metre vessels were almost seven times higher than their landings of non-quota species. Vessels over 10 metres in length landed 99% (620 thousand tonnes) of the landings of quota species by UK vessels.

Quota allocations are primarily based on Fixed Quota Allocation (FQA) units. These are mainly held by vessels in the sector based on their fishing track record of catching quota species. Most vessels in the sector – a member of a Fish Producer Organisation – are vessels over 10 metres in length. Vessels under 10 metres in length are mainly part of the non-sector and are allocated a small proportion of the total UK quota. Their landings of quota species are therefore less.

Section 3: Effort

View the tables accompanying this section here.

Effort

Fishing effort is a measure of the fishing activity in a given area over a specific period of time, representing the resources used to harvest fish. 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.

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.

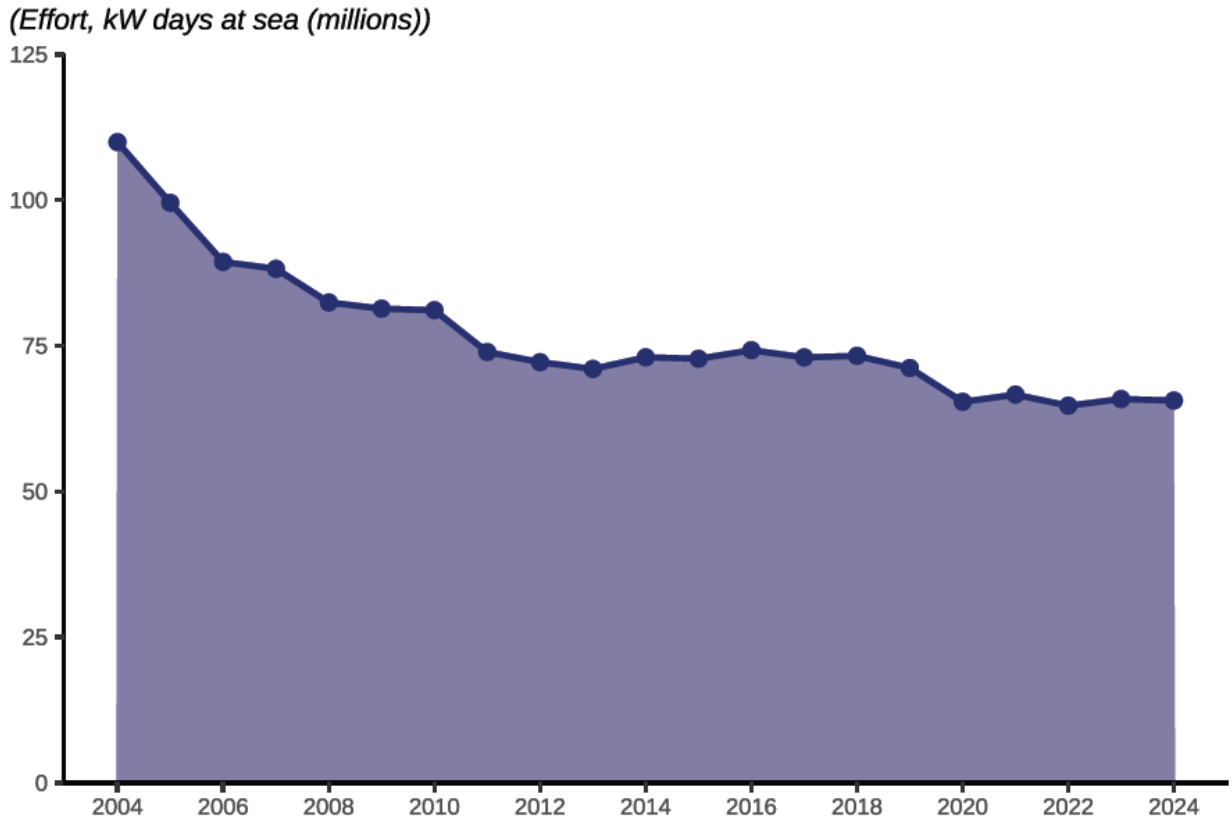
Following the end of transition from the EU in 2021 the UK has been enforcing the EU Western Waters regulation as amended by The Common Fisheries Policy (Amendment etc.) (EU Exit) Regulations 2019. The scope of this regulation has been changed to be consistent with the jurisdiction of the UK as an independent coastal state, and as such limits the application to those parts of the areas covered by Western Waters which are within United Kingdom waters.

Western waters effort statistics are also updated monthly here: Effort use statistics - GOV.UK

These monthly statistics are provided to monitor and manage fishing effort in Western Waters areas within British fisheries limits waters by UK vessels. The Western Waters regulations were originally derived from EU law and have been transposed into UK law. The statistics are made available on or after the 15th day of each month.

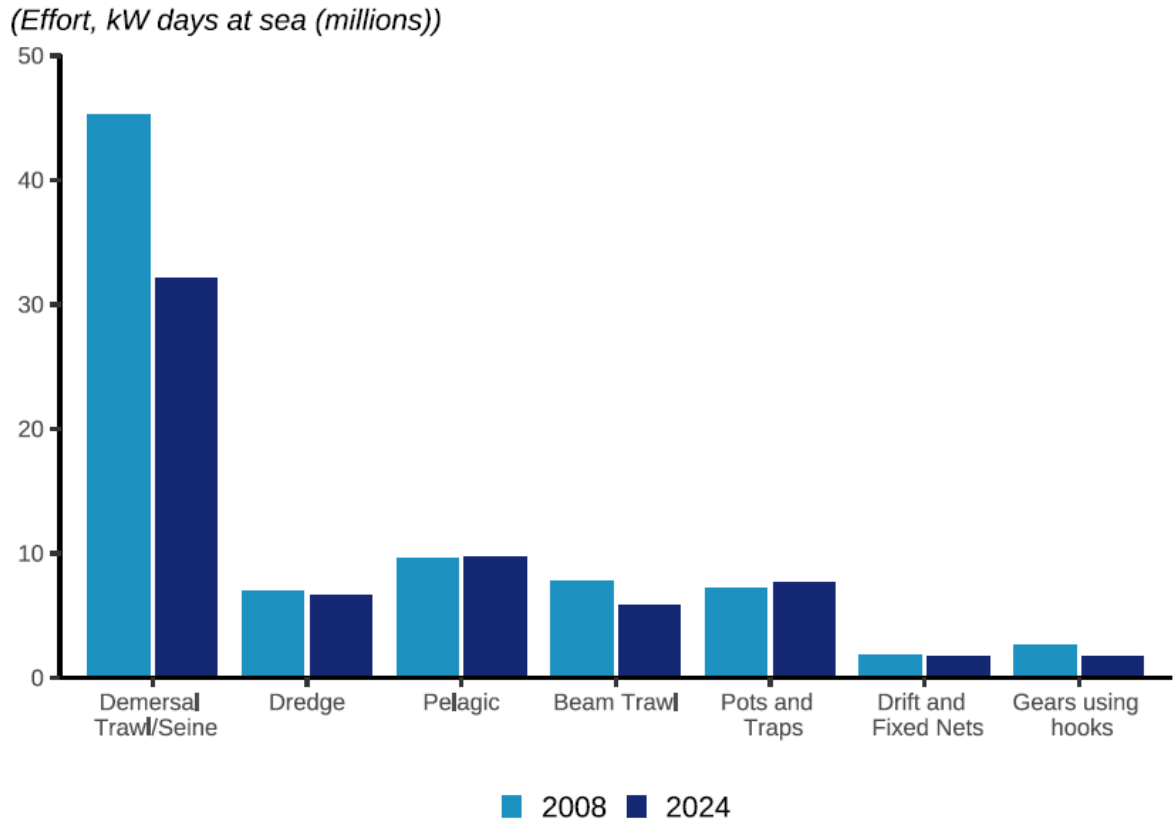
Over 10 metre fleet

Figure 3.1: Fishing effort shown by kW days at sea (millions) from 2004 to 2024 by the over 10 metre UK fleet.



Since 2004, fishing effort (kW days at sea) by the over 10 metre fleet has decreased by around 40%. Between 2004 and 2012 there was a sharp decline, from 110 million kW days at sea down to 72 million kW days at sea. This then levelled off and remained relatively stable before seeing another decline down to 65 million kW days in 2020 and has remained relatively stable since.

Figure 3.2: Comparison of fishing effort shown in kW days at sea (millions) for UK over 10m vessels by gear type, 2008 vs 2024[27].



Effort by the demersal trawl and seine segment of the fleet decreased by 30% between 2008 and 2024, from 46 million to 32 million kW days at sea. The beam trawl segment, which has relatively lower levels of effort (5.8 million kW days at sea in 2024) fell by 32% over the same period.

This reduction in effort in the demersal trawl and seine segment has been an ongoing trend since 2004 following decommissioning exercises which were carried out by UK fisheries administrations between 2001 and 2003. The decommissioning exercised focused on removing fleet capacity targeting cod in the Cod Recovery Zone (a combination of North Sea, West of Scotland and Irish Sea fishing areas) and was particularly focused 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 as part of the recovery regime for sole. This removed eight vessels previously active in the area.

[27] Polyvalent gears not included here as numbers too small to be represented on graph. For further details see table 3.2

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. Further information of SRZ measures can be found here: Sole Recovery Zone rules - GOV.UK

The Marine Management Organisation controls effort in UK waters of the Western Channel by allocating days for fishing to vessels using eligible gears

Figure 3.3: The Sole Recovery Zone (British Waters of ICES Area VIIe).

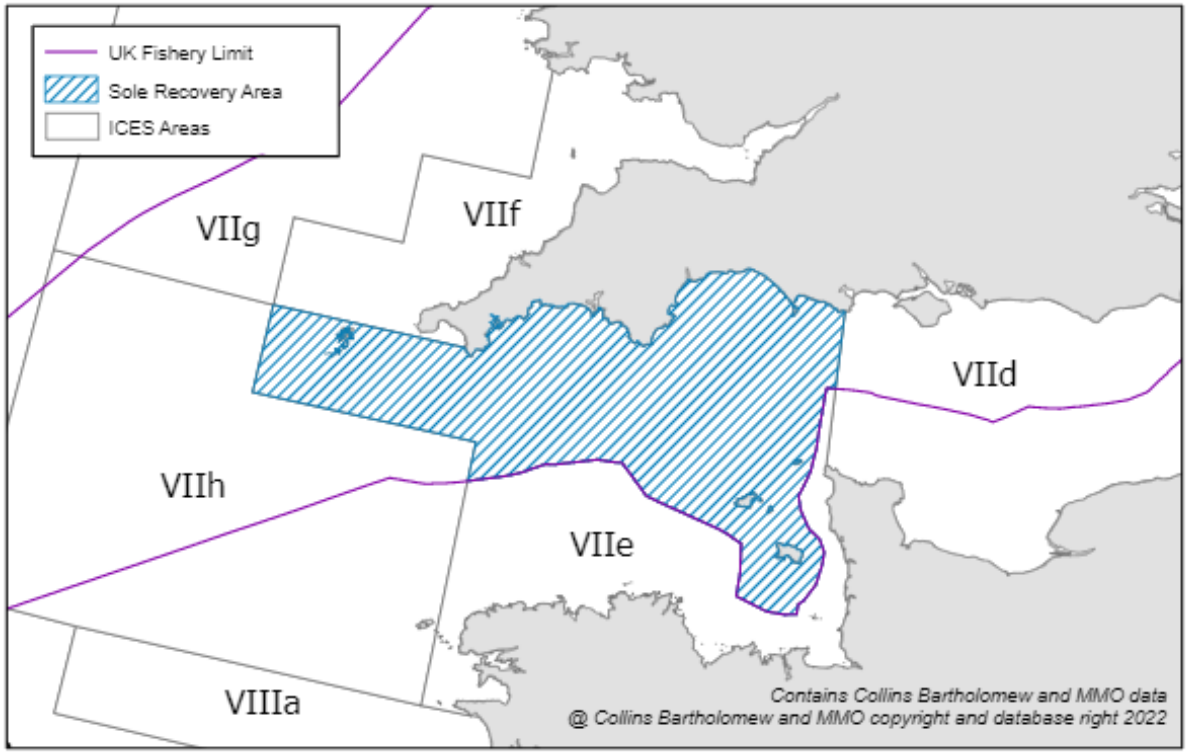
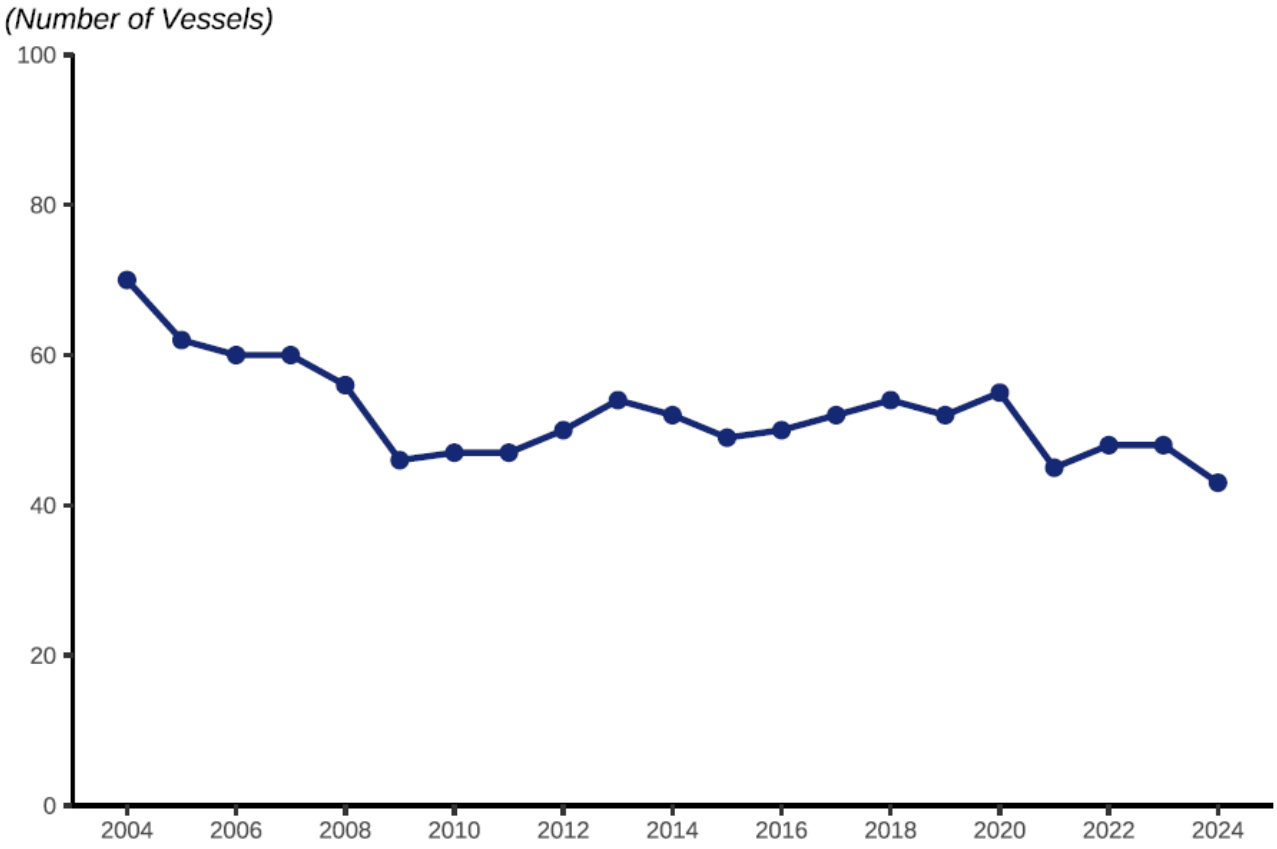
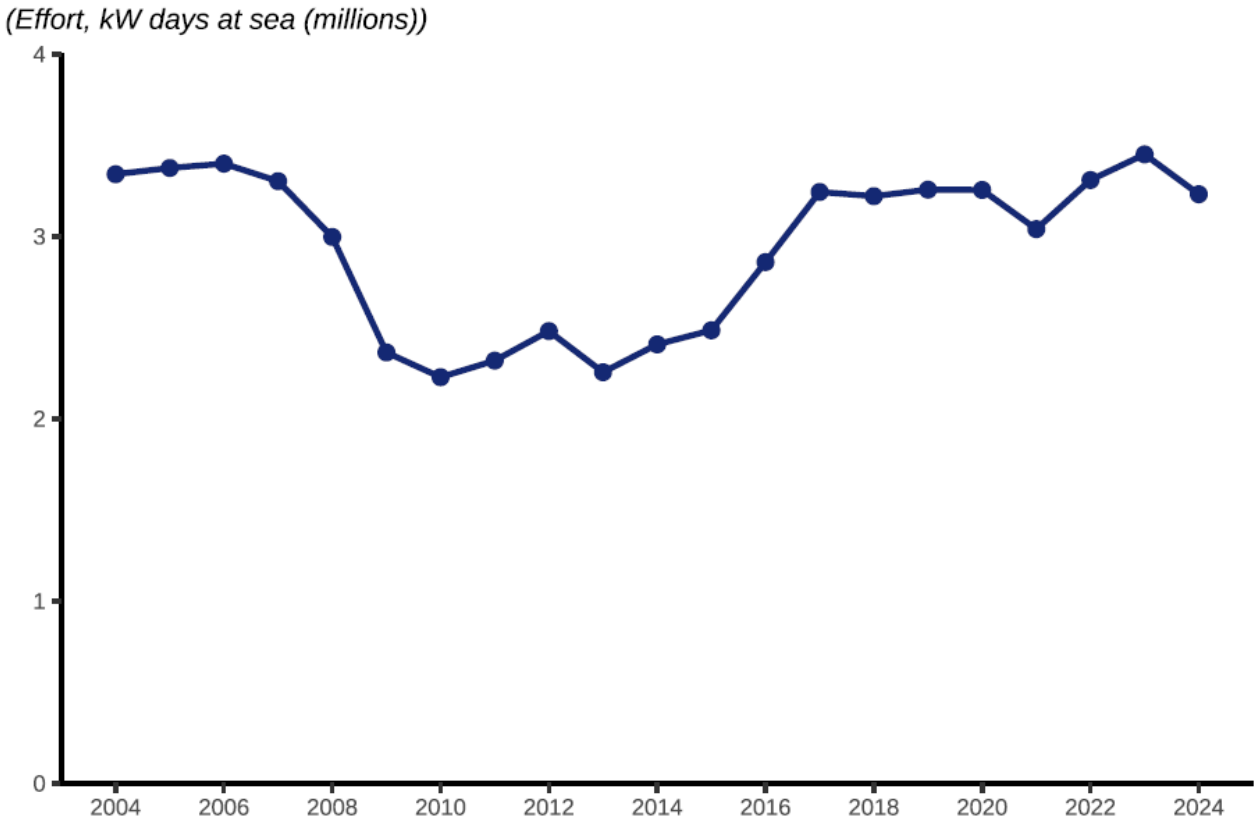


Figure 3.4: Number of vessels using beam trawls and associated effort (kW days at sea) in the SRZ from 2004 to 2024.





Since the implementation of the SRZ in 2004, the number of vessels beam trawling in the SRZ decreased 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, even though the number of vessels has remained relatively stable, effort has increased considerably in recent years, approaching pre-2008 levels. This is due to a shift in the UK fleet to larger more powerful vessels over time contributing to higher kW days at sea.

In 2024 there was a decrease in the number of vessels operating in the SRZ using beam trawls compared to 2023, down by 5 vessels (10% decrease). There was also a decrease in the kW days between 2023 and 2024, decreasing by 219 thousand kW days (6% decrease).

Section 4: Trade

View the tables accompanying this section here.

This section has been reviewed and updated as part of the MMO's ongoing official statistics development programme[28]. There is no change in data source for the data used in this section however, presentational changes have been made within the section in line with how trade data are reported by other organisations.

Data for trade is collected by trade weight of fish and fish preparations. This differs to the measure of quantity used in previous sections which is live weight. MMO landings data is reported in terms of *live weight* which is the weight of the live fish caught from the sea. Trade weight is sometimes smaller if fish are processed (e.g. gutted or shelled) prior to being exported.

Trade value is the cost of the goods imported or exported, as reported to HMRC as part of customs regulations. This differs to the value reported in previous sections, which relates to the value of the fish at the first point of sale. Value is presented in current prices, meaning no adjustment has been made to account for changes in inflation or exchange rates.

Trade data are sourced from HM Revenue & Customs overseas trade statistics[29] which reports UK trade in goods (exports and imports). Data are reported on a physical movement basis, meaning the weight and value of the transaction is captured at the time the goods cross international borders, regardless of whether there has been any change in economic ownership of those goods.

These data, and those published by HMRC, are not directly comparable with headline statistics for total UK trade published by the Office for National Statistics (ONS).

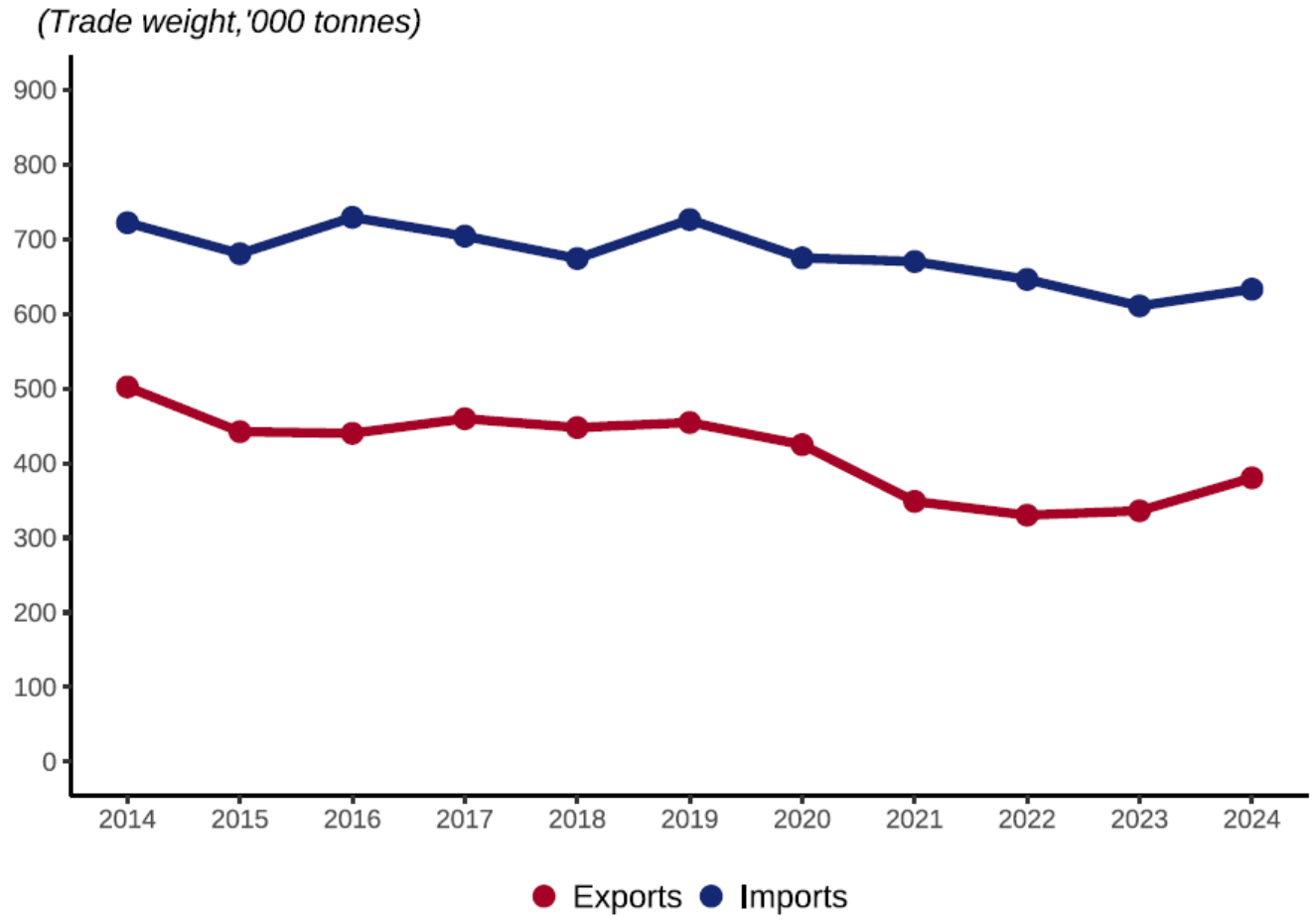
UK Trade of fish and fish preparations

Total UK trade (imports plus exports) of fish and fish preparations was 1,013 thousand tonnes in 2024. This is an increase of 67 thousand tonnes, or up by 7%, compared to 2023.

The value of total UK trade of sea fish in 2024 was £5.4 billion. This is an increase of £0.2bn, or up by 4%, compared to 2023.

[28] UK Sea Fisheries Statistics: temporary suspension of the accredited official statistics designation - GOV.UK
[29] https://www.uktradeinfo.com/

Figure 4.1: Total imports and exports by the UK from 2014 to 2024

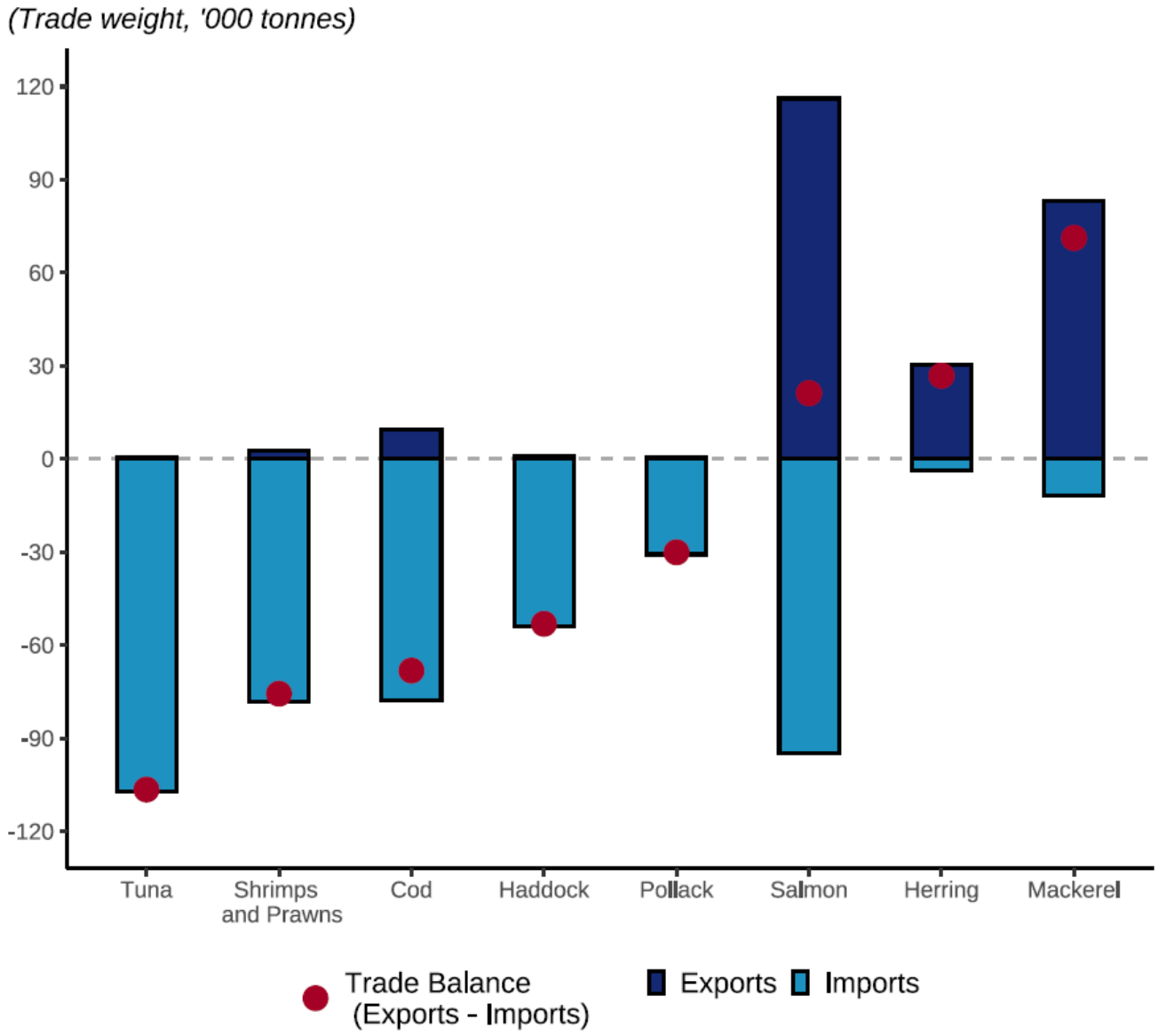


In 2024, the UK imported 633 thousand tonnes of fish and fish preparations, with an import value of £3.5 billion. This is an increase of 22 thousand tonnes, or up by 4%, compared to 2023.

In 2024, the UK exported 380 thousand tonnes of fish and fish preparations, with an export value of £2.0 billion. This is an increase of 44 thousand tonnes, or up by 13%, compared to 2023. This increase in UK exports of fish and fish preparations was driven by increases in exports of Salmon and Mackerel.

The UK is a net importer of fish and fish preparations, as UK imports are greater than UK exports. The UK's trade balance (exports minus imports) was 253 thousand tonnes, or £1.4 billion, in 2024. The trade balance has narrowed in 2024 compared to previous years, as a result of the larger relative increase in exports.

Figure 4.2: UK trade of fish and fish preparations by species in 2024[30]



In 2024, the top four species of fish and fish preparations the UK imported were Tuna (107.0 thousand tonnes), Salmon (95.0 thousand tonnes), Shrimps and Prawns (78.2 thousand tonnes) and Cod (77.7 thousand tonnes). Together these accounted for 357.9 thousand tonnes, or 57% of all UK imports of fish and fish preparations.

In 2024, the top three species of fish and fish preparations the UK exported were Salmon (116.2 thousand tonnes), Mackerel (83.2 thousand tonnes) and Herring (30.5 thousand tonnes). Together these species accounted for 229.8 thousand tonnes, or 60% of all UK exports of fish and fish preparations.

Of those species with UK export or import weight of 20.0 thousand tonnes or more in 2024, the UK was a net importer of Tuna, Shrimps and Prawns, Cod, Haddock and Pollack, and was net exporter of Salmon, Herring and Mackerel.

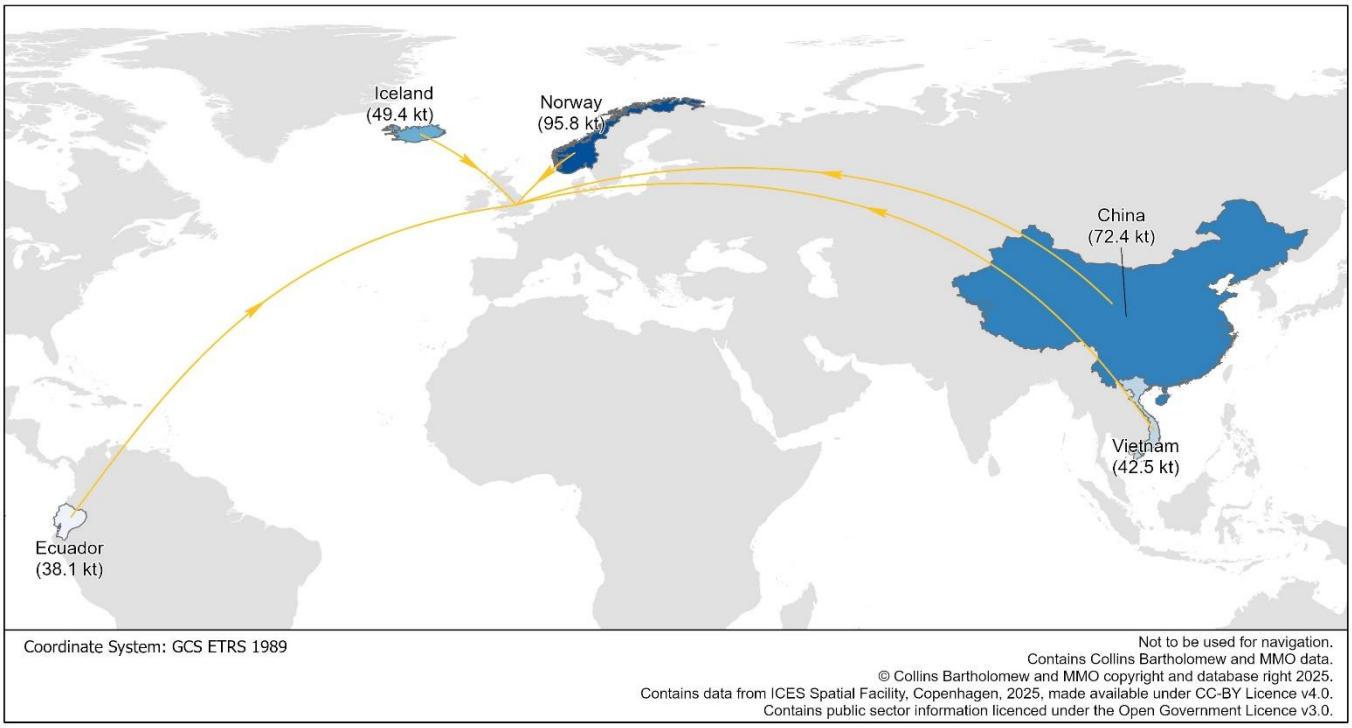
[30] Salmon is a freshwater species

UK imports of fish and fish preparations by import market[31]

Demersal and pelagic fish accounted for 84% of the total weight of UK imports of fish and fish preparations. Shellfish accounted for the remaining 16%. This is the same as in 2023.

Demersal and pelagic fish accounted for 78% of the value of UK imports of fish and fish preparations, and shellfish accounted for 22% the total value of UK imports. Shellfish generally fetch a higher price than demersal or pelagic fish[32], and therefore contribute more to the total value of UK imports.

Figure 4.3: Top five UK import markets of fish and fish preparations in 2024



In 2024, the five markets the UK imported the most fish and fish preparations from were Norway, China, Iceland, Vietnam and Ecuador. Together, UK imports from these markets totalled 298.1 thousand tonnes (47% of the total weight of UK imports of fish and fish preparations), with an import value of £1.6 billion (46% the total value of UK imports of fish and fish preparations).

The largest import market for fish and fish preparations in 2024 was Norway.

The UK imported a total of 95.8 thousand tonnes of fish and fish preparations from Norway in 2024. This was down by 5.6 thousand tonnes, or a decrease of 6%, compared to 2023. Imports from Norway accounted for 15% of all UK imports of fish and fish preparations in 2024.

The value of all UK imports of fish and fish preparations from Norway in 2024 was £0.6 billion. This was down by less than £0.1 billion, or a decrease of 4%, compared to 2023. The value of imports from Norway accounted for 17% of the total value of all UK imports of fish and fish preparations in 2024.

[31] The import market is recorded as the market that the goods were directly transported from, rather than the original source of the goods. It is possible that imports are allocated to a market that goods were being transported through, rather than sourced directly from that market.

[32] Table 2.12

UK imports of fish and fish preparations by species and import market

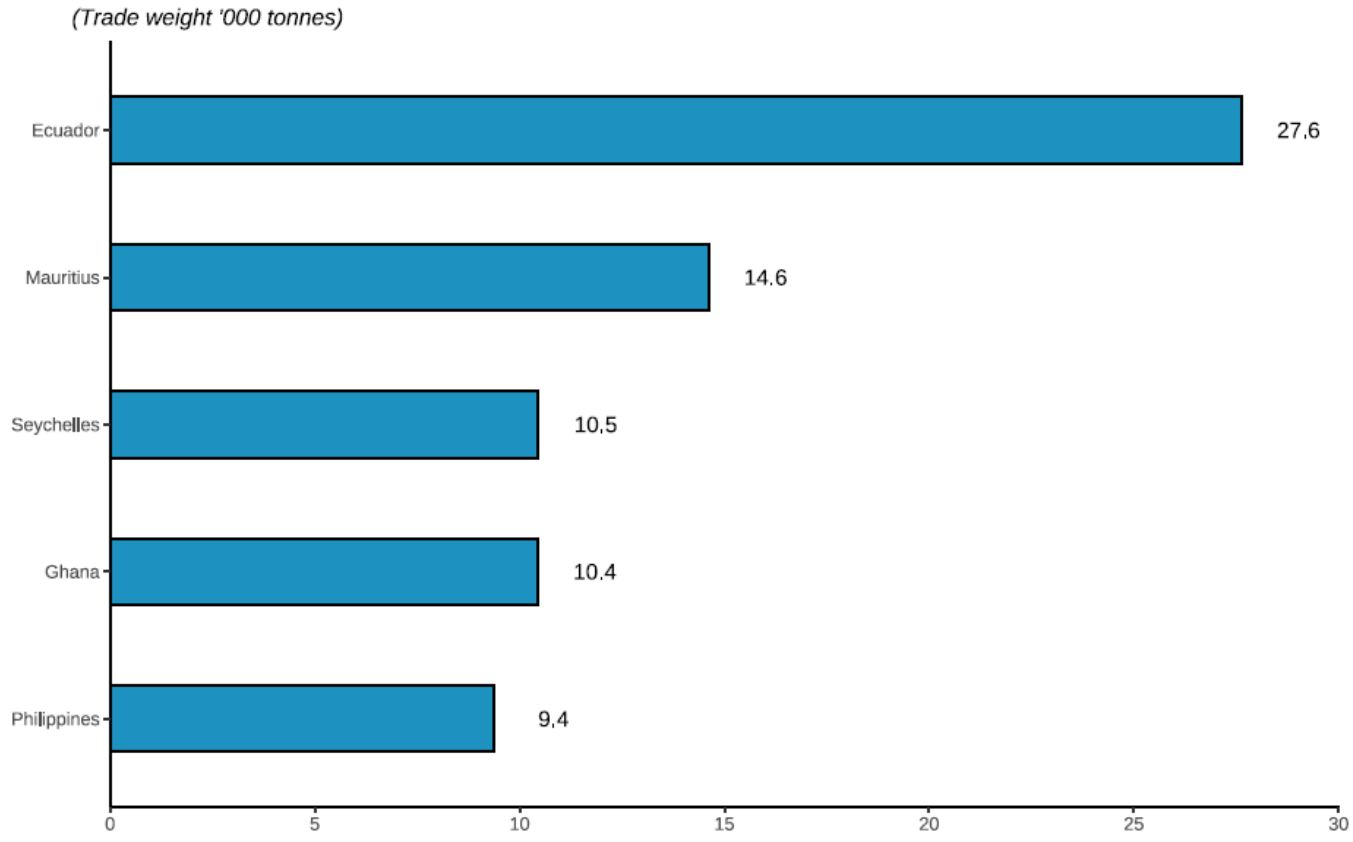
UK imports of Tuna

The UK imported 107.0 thousand tonnes of Tuna in 2024. This is an increase of 14.2 thousand tonnes, or up by 15%, compared to 2023. Tuna accounted for 17% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Tuna was £464.3 million in 2024. This is an increase of £50.1 million, or up by 12%, compared to 2023. Tuna accounted for 13% of the total value of UK imports of fish and fish preparations in 2024.

The UK imported more Tuna in 2024 than it exported. In 2024, the UK exported 0.5 thousand tonnes of Tuna. Therefore, the UK was a net importer of this species in 2024.

Figure 4.4: Top five UK import markets for Tuna in 2024



The top five markets the UK imported Tuna from in 2024 were Ecuador, Mauritius, the Seychelles, Ghana and the Philippines.

Together, the total weight of UK imports of Tuna from these markets was 72.5 thousand tonnes and accounted for 68% of all UK imports of Tuna in 2024.

The total value of UK imports of Tuna from these five markets was £294.6 million and accounted for 63% of the total value of all UK imports of Tuna in 2024.

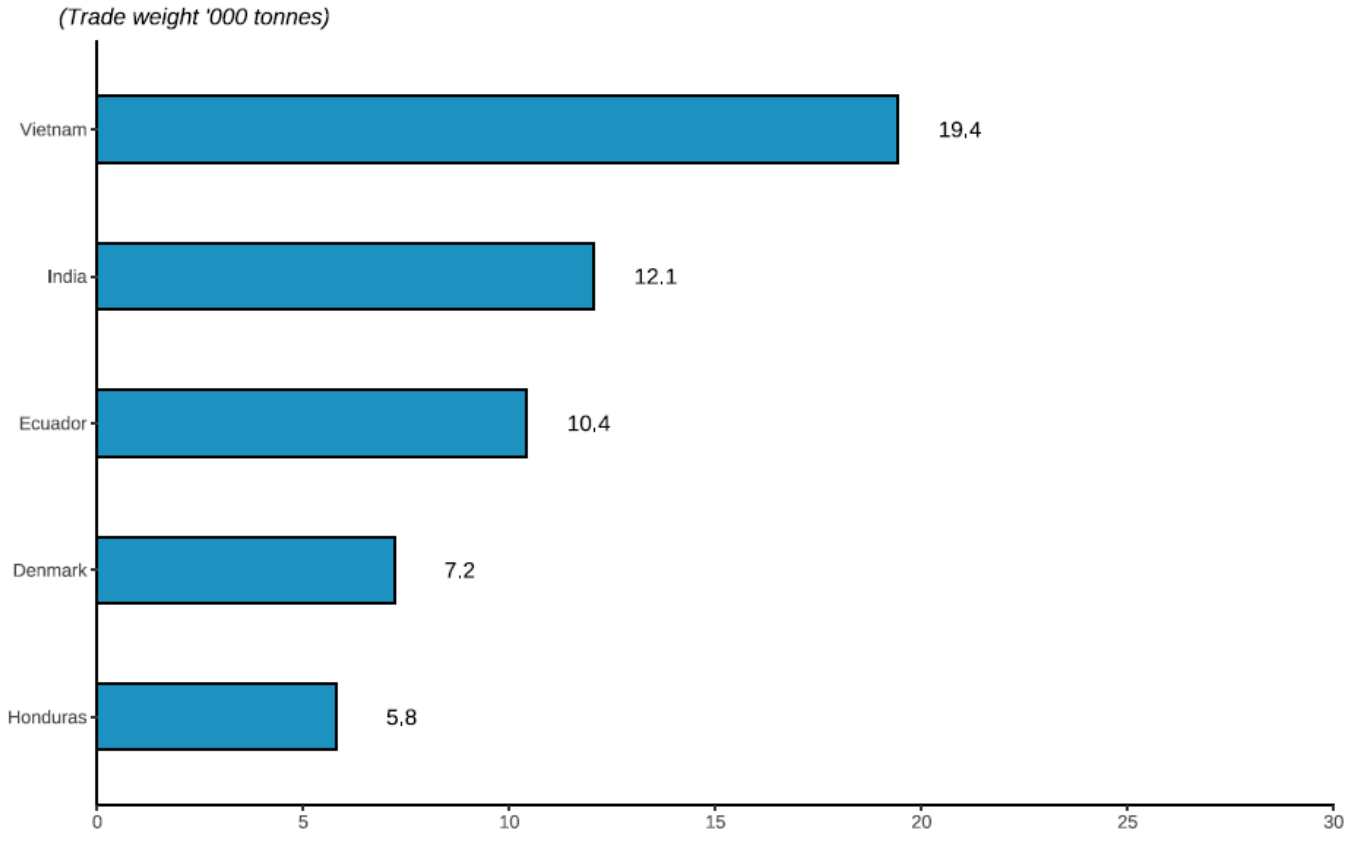
UK imports of Shrimps and Prawns

The UK imported 78.2 thousand tonnes of Shrimps and Prawn in 2024. This is an increase of 5.2 thousand tonnes, or up by 7%, compared to 2023. Shrimps and Prawns accounted for 12% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Shrimps and Prawns was £579.7 million in 2024. This is an increase of £9.9 million, or up by 2%, compared to 2023. Shrimps and Prawns accounted for 17% of the total value of UK imports of fish and fish preparations in 2024.

The UK imported more Shrimps and Prawns in 2024 than it exported. In 2024, the UK exported 2.6 thousand tonnes of Shrimps and Prawns. Therefore, the UK was a net importer of this species in 2024.

Figure 4.5: Top five UK import markets for Shrimps and Prawns in 2024



The top five markets the UK imported Shrimps and Prawns from in 2024 were Vietnam, India, Ecuador, Denmark and Honduras.

Together, the total weight of UK imports of Shrimps and Prawns from these markets was 54.9 thousand tonnes and accounted for 70% of all UK imports of Shrimps and Prawns in 2024.

The total value of UK imports of Shrimps and Prawns from these five markets was £396.7 million and accounted for 68% of the total value of all UK imports of Shrimps and Prawns in 2024.

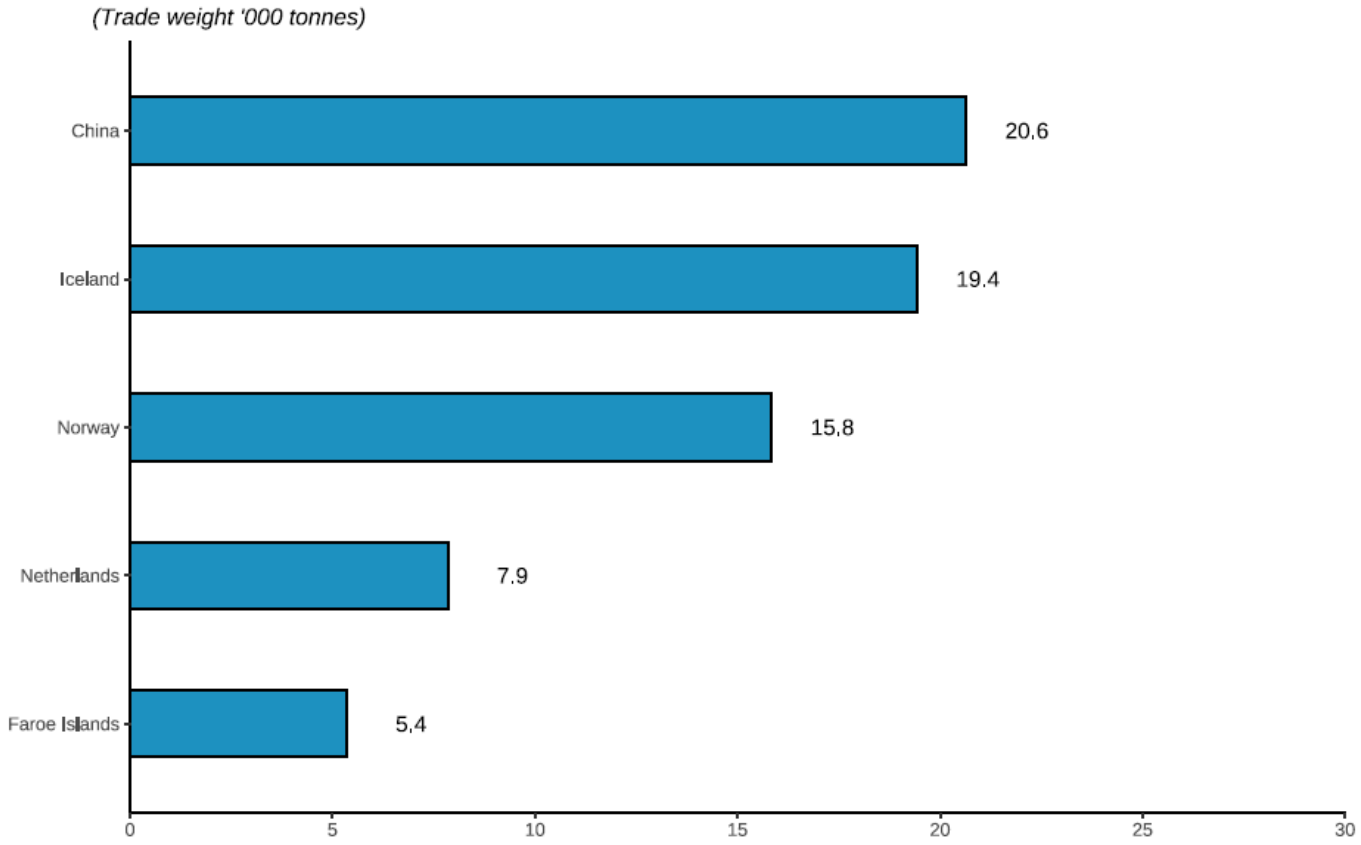
UK imports of Cod

The UK imported 77.7 thousand tonnes of Cod in 2024. This is a decrease of 1.1 thousand tonnes, or down by 1%, compared to 2023. Cod accounted for 12% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Cod was £490.3 million in 2024. This is a decrease of £36.6 million, or down by 7%, compared to 2023. Cod accounted for 14% of the total value of UK imports of fish and fish preparations in 2024.

The UK imported more Cod in 2024 than it exported. In 2024, the UK exported 9.6 thousand tonnes of Tuna. Therefore, the UK was a net importer of this species in 2024.

Figure 4.6: Top five UK import markets for Cod in 2024



The top five markets the UK imported Cod from in 2024 were China, Iceland, Norway, Netherlands and the Faroe Islands.

Together, the total weight of UK imports of Cod from these markets was 69.2 thousand tonnes and accounted for 89% of all UK imports of Cod in 2024.

The total value of UK imports of Cod from these five markets was £432.5 million and accounted for 88% of the total value of all UK imports of Cod in 2024.

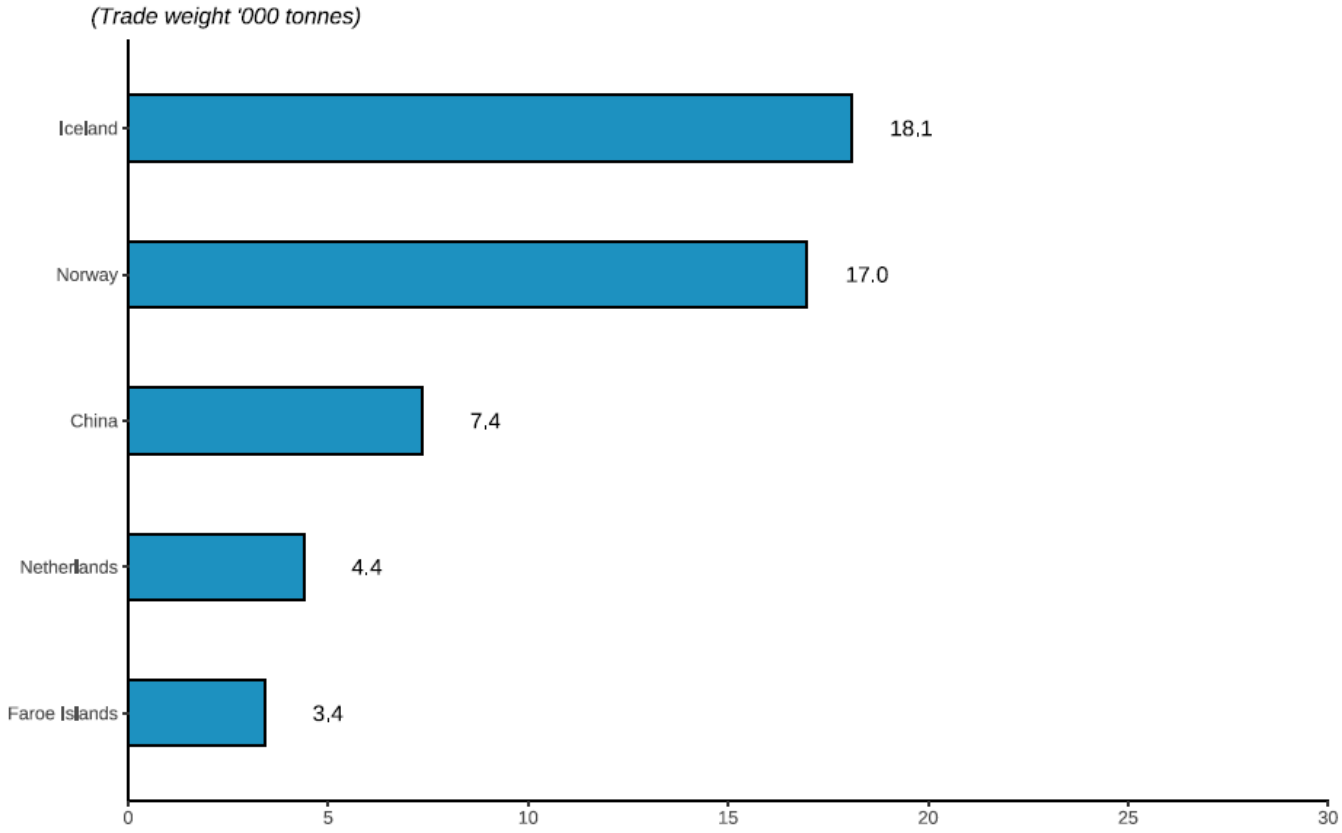
UK imports of Haddock

The UK imported 54.0 thousand tonnes of Haddock in 2024. This is a decrease of 0.2 thousand tonnes, or down by less than 1%, compared to 2023. Haddock accounted for 9% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Haddock was £195.8 million in 2024. This is a decrease of £2.4 million, or down by 1%, compared to 2023. Haddock accounted for 6% of the total value of UK imports of fish and fish preparations in 2024.

The UK imported more Haddock in 2024 than it exported. In 2024, the UK exported 1.0 thousand tonnes of Tuna. Therefore, the UK was a net importer of this species in 2024.

Figure 4.7: Top five UK import markets for Haddock in 2024



The top five markets the UK imported Haddock from in 2024 were Iceland, Norway, China, the Netherlands and the Faroe Islands.

Together, the total weight of UK imports of Haddock from these markets was 50.2 thousand tonnes and accounted for 93% of all UK imports of Haddock in 2024.

The total value of UK imports of Haddock from these five markets was £182.5 million and accounted for 93% of the total value of all UK imports of Haddock in 2024.

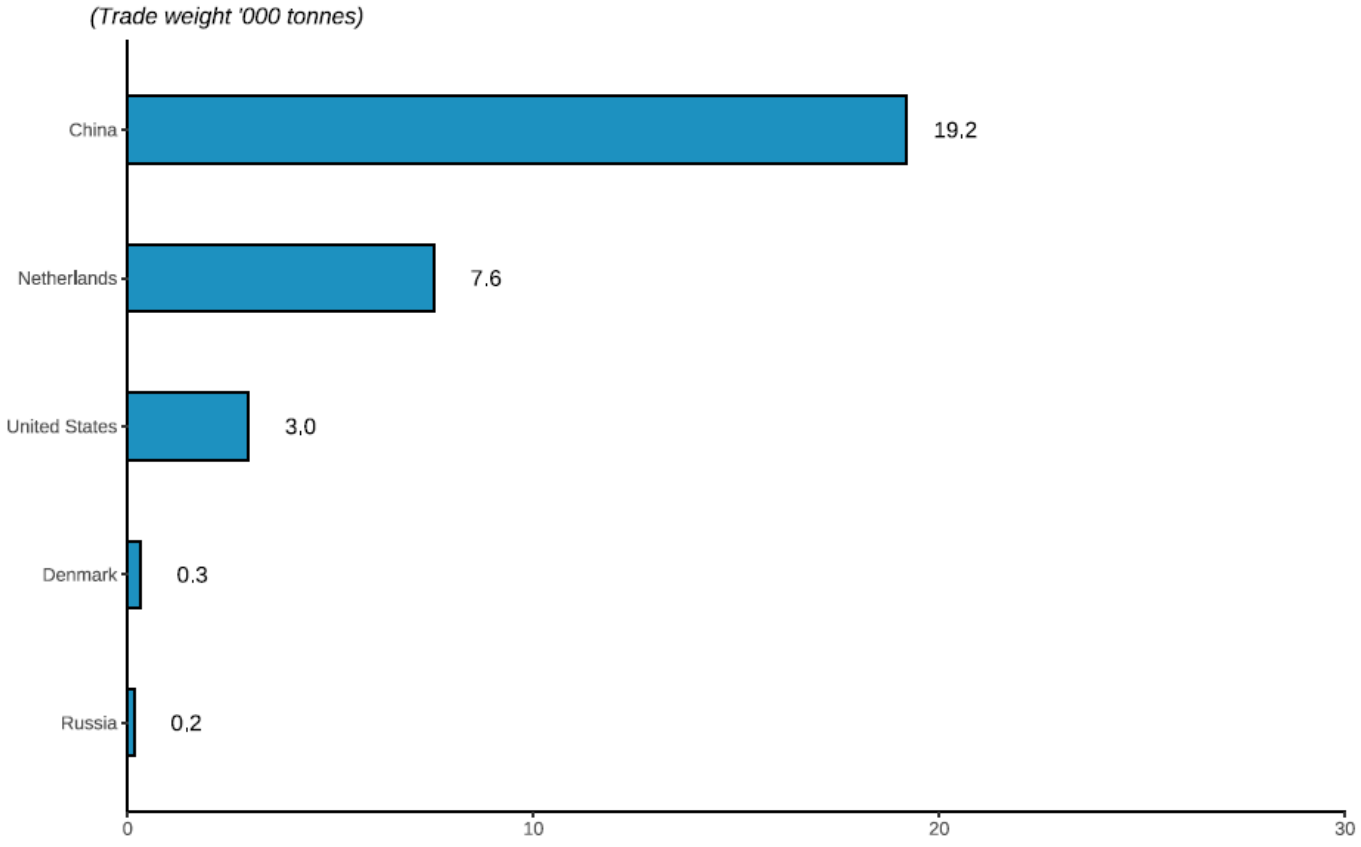
UK imports of Pollack

The UK imported 30.7 thousand tonnes of Pollack in 2024. This is an increase of 2.3 thousand tonnes, or up by 8%, compared to 2023. Pollack accounted for 5% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Pollack was £75.7 million in 2024. This is a decrease of £11.0 million, or down by 13%, compared to 2023. Pollack accounted for 2% of the total value of UK imports of fish and fish preparations in 2024.

The UK imported more Pollack in 2024 than it exported. In 2024, the UK exported 0.6 thousand tonnes of Pollack. Therefore, the UK was a net importer of this species in 2024.

Figure 4.8: Top five UK import markets for Pollack in 2024



The top five markets the UK imported Pollack from in 2024 were China, the Netherlands, United States, Denmark and Russia.

Together, the total weight of UK imports of Pollack from these markets was 30.2 thousand tonnes and accounted for 98% of all UK imports of Pollack in 2024.

The total value of UK imports of Haddock from these five markets was £74.1 million and accounted for 98% of the total value of all UK imports of Haddock in 2024.

UK imports of fish products

The UK imported 151.5 thousand tonnes of fish products[33] in 2024, which was up by 14% (an increase of 18.9 thousand tonnes) compared to 2023. Of all fish products imported, 67% was fish meal and flour.

When added to UK imports of fish and fish preparations, total UK imports of sea fish, freshwater fish and fish products was 784.4 thousand tonnes. This is an increase of 18.9 thousand tonnes, or up by 14%, compared to 2023.

The value of UK imports of fish products was £374.8 million in 2024. This is a decrease of £60.3 million compared to 2023. When added to UK imports of fish and fish preparations, the total value of UK imports of sea fish, freshwater fish and fish products was £3,829.9 million, or £3.8 billion, in 2024.

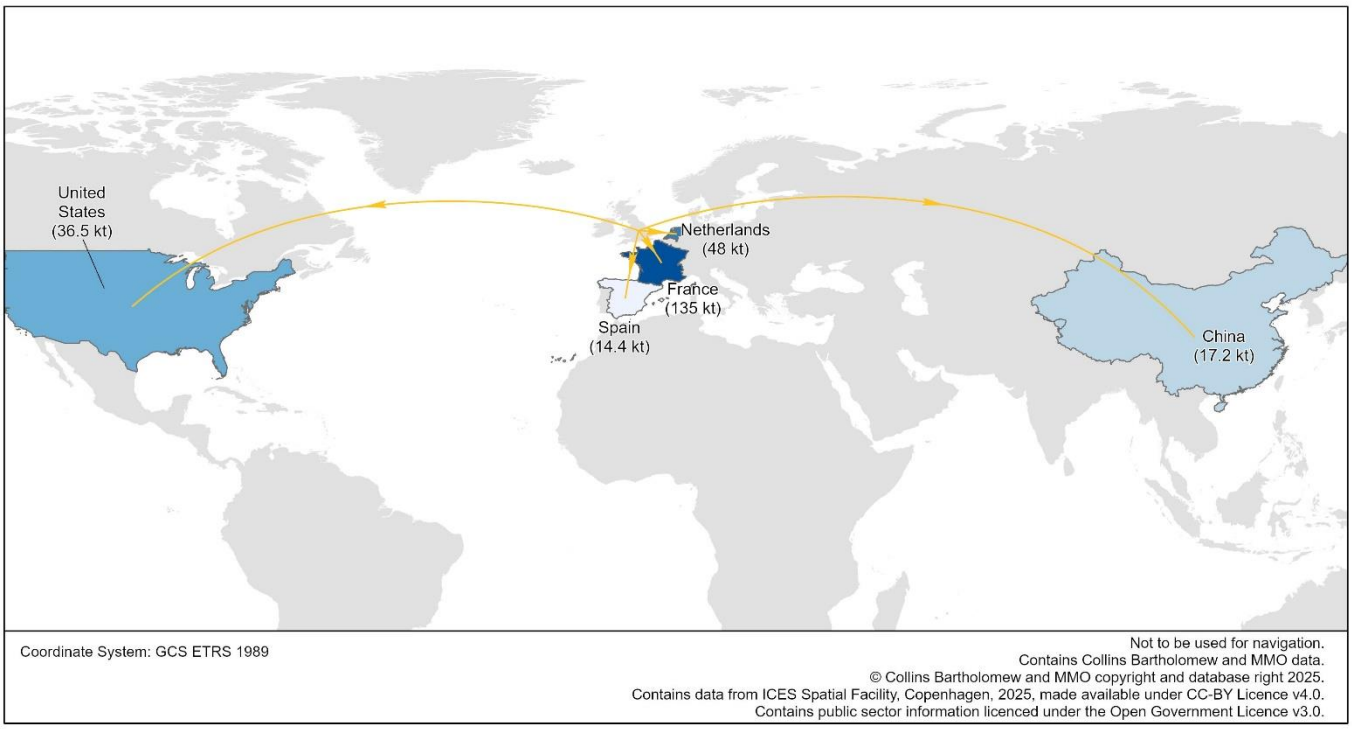
[33] Fish products includes fish meal, flours and oils.

UK exports of fish and fish preparations by export market[34]

Demersal and pelagic fish accounted for 85% of the total weight of UK exports of fish and fish preparations. Shellfish accounted for the remaining 15%. This is a change from 2023, when demersal and pelagic fish accounted for 81% of all UK exports of fish and fish preparations, and exports of shellfish accounted for 19%.

Demersal and pelagic fish accounted for 76% of the value of UK exports of fish and fish preparations, and shellfish accounted for 24% the total value of UK exports. Shellfish generally fetch a higher price than demersal or pelagic fish[35], and therefore contribute more to the total value of UK exports.

Figure 4.9: Top five UK export markets of fish and fish preparations in 2024



In 2024, the five markets the UK exported the most fish and fish preparations to were France, the Netherlands, United States, China and Spain. Together, UK exports to these markets totalled 251.0 thousand tonnes (66% of the total weight of UK exports of fish and fish preparations), with an export value of £1.5 billion (79% of the total value of UK exports of fish and fish preparations).

The largest export market for fish and fish preparations in 2024 was France.

The UK exported a total of 135.0 thousand tonnes of fish and fish preparations to France in 2024. This was up by 31.4 thousand tonnes, or an increase of 30%, compared to 2023. Exports to France accounted for 35% of all UK exports of fish and fish preparations in 2024.

The value of all UK exports of fish and fish preparations to France in 2024 was £0.9 billion. This was up by £0.2 billion, or an increase of 25%, compared to 2023. The value of exports to France accounted for 48% of the total value of all UK exports of fish and fish preparations in 2024.

[34] The export market is recorded as the market that the goods were directly transported to, rather than the final destination of the goods. It is possible that exports are allocated to a market that goods were being transported through, rather than sent directly to that market.
[35] Table 2.12

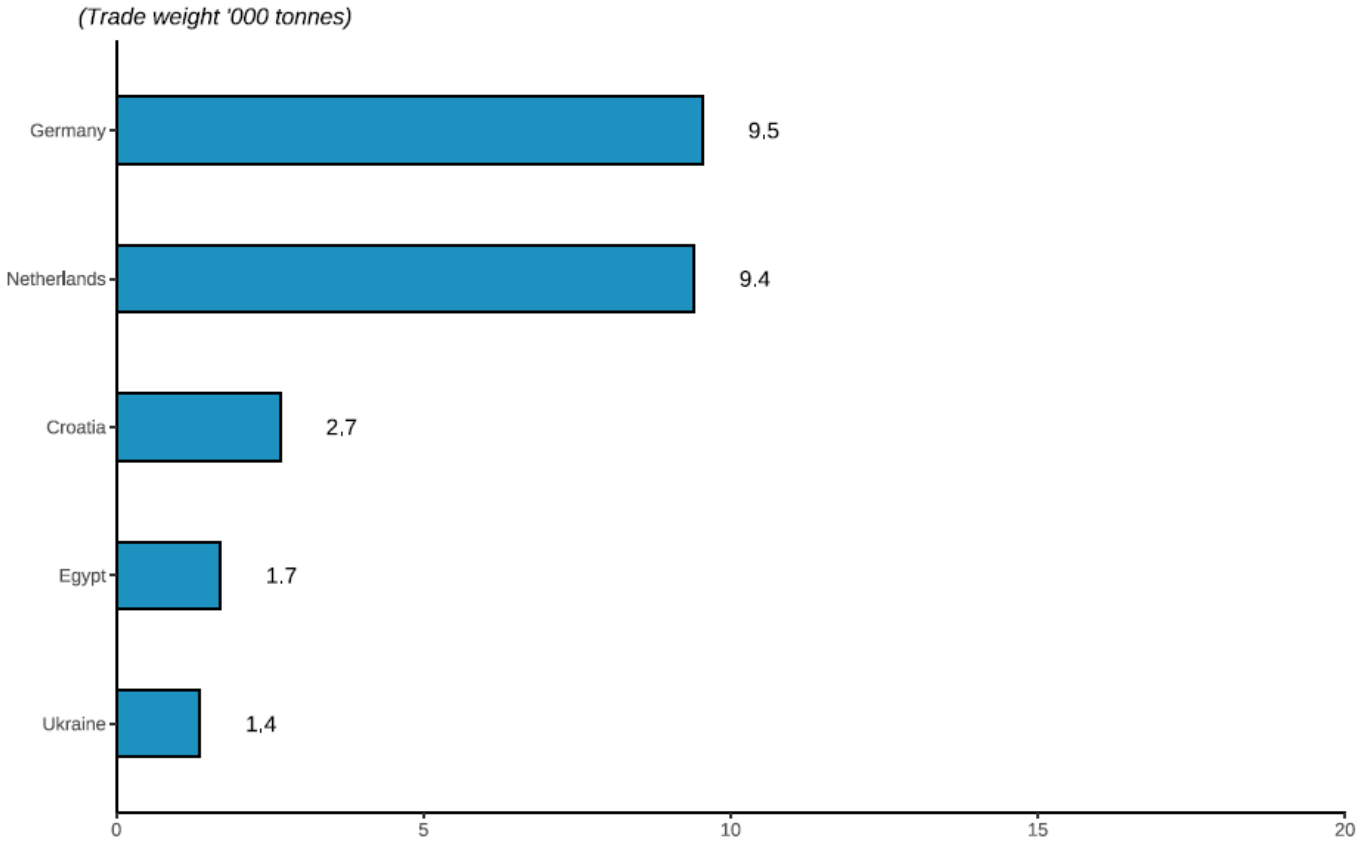
UK exports of Herring

The UK exported 30.5 thousand tonnes of Herring in 2024. This is an increase of 7.4 thousand tonnes, or up by 32%, compared to 2023. Herring accounted for 8% of all UK exports of fish and fish preparations in 2024.

The value of UK exports of Herring was £38.6 million in 2024. This is an increase of £8.5 million, or up by 28%, compared to 2023. Herring accounted for 2% of the total value of UK exports of fish and fish preparations in 2024.

The UK exported more Herring in 2024 than it imported. In 2024, the UK imported 3.6 thousand tonnes of Herring. Therefore, the UK was a net exporter of this species in 2024.

Figure 4.10: Top five UK export markets for Herring in 2024



The top five markets the UK exported Herring to in 2024 were Germany, the Netherlands, Croatia, Egypt and Ukraine.

Together, the total weight of UK exports of Herring to these markets was 24.6 thousand tonnes and accounted for 81% of all UK exports of Herring in 2024.

The total value of UK exports of Herring to these five markets was £30.8 million and accounted for 80% of the total value of all UK exports of Herring in 2024.

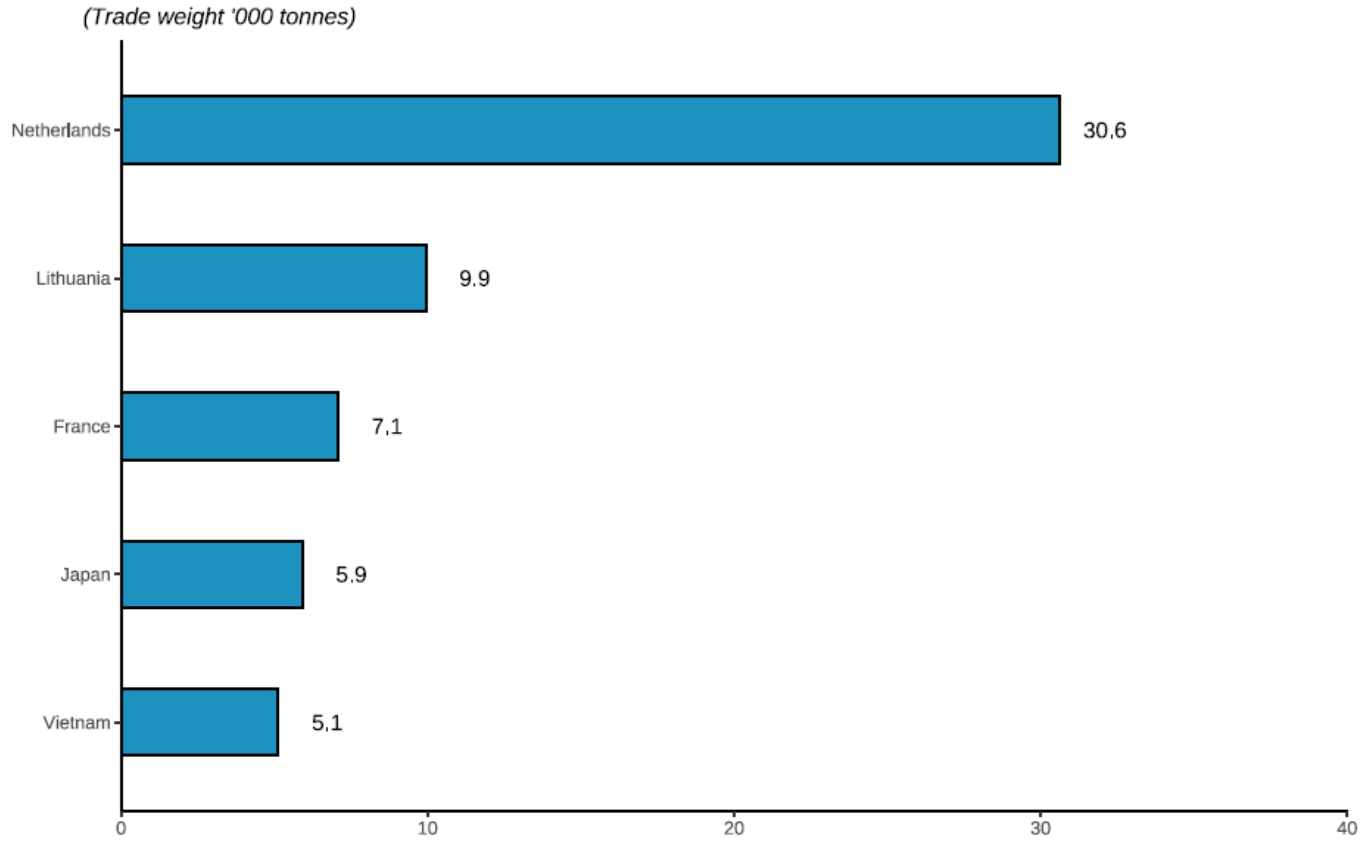
UK exports of Mackerel

The UK exported 83.2 thousand tonnes of Mackerel in 2024. This is an increase of 8.0 thousand tonnes, or up by 11%, compared to 2023. Mackerel accounted for 22% of all UK exports of fish and fish preparations in 2024.

The value of UK exports of Mackerel was £163.5 million in 2024. This is an increase of £34.3 million, or up by 27%, compared to 2023. Mackerel accounted for 8% of the total value of UK exports of fish and fish preparations in 2024.

The UK exported more Mackerel in 2024 than it imported. In 2024, the UK imported 11.9 thousand tonnes of Mackerel. Therefore, the UK was a net exporter of this species in 2024.

Figure 4.11: Top five UK export markets for Mackerel in 2024



The top five markets the UK exported Mackerel to in 2024 were the Netherlands, Lithuania, France, Japan and Vietnam.

Together, the total weight of UK exports of Mackerel to these markets was 58.7 thousand tonnes and accounted for 71% of all UK exports of Mackerel in 2024.

The total value of UK exports of Mackerel to these five markets was £117.5 million and accounted for 72% of the total value of all UK exports of Mackerel in 2024.

UK exports of fish products

The UK exported 22.3 thousand tonnes of fish products[36] in 2024, which was up by 113% (an increase of 11.9 thousand tonnes) compared to 2023. Of all fish products exported, 71% was fish meal and flour.

When added to UK exports of fish and fish preparations, total UK exports of sea fish, freshwater fish and fish products was 402.5 thousand tonnes. This is an increase of 56.0 thousand tonnes, or up by 16%, compared to 2023.

The value of UK exports of fish products was £23.6 million in 2024. When added to UK exports of fish and fish preparations, the total value of UK exports of sea fish, freshwater fish and fish products was £1,981.0 million, or £2.0 billion, in 2024.

UK Trade in Salmon

Salmon was the only species where both UK imports and UK exports were both greater than 20 thousand tonnes 2024. Although primarily harvested from aquaculture rather than commercial fisheries, Salmon is still an important economic species within the fishing and aquaculture sector.

Total UK trade of Salmon (imports plus exports) was 211.2 thousand tonnes. This was an increase of 42.3 thousand tonnes, or up by 25%, compared to 2023. Trade in Salmon accounted for 21% of all UK trade of fish and fish preparations in 2024.

The value of total UK trade of Salmon was £1,694.4 million (£1.7 billion) in 2024. This was an increase of £270.6 thousand, or up by 19%, compared to 2023. Trade in Salmon accounted for 31% of the total value of all UK trade in fish and fish preparations in 2024.

In 2024, UK exports of salmon were higher than imports. Therefore, the UK is a net exporter of Salmon in 2024, with a positive trade balance of 21.2 thousand tonnes.

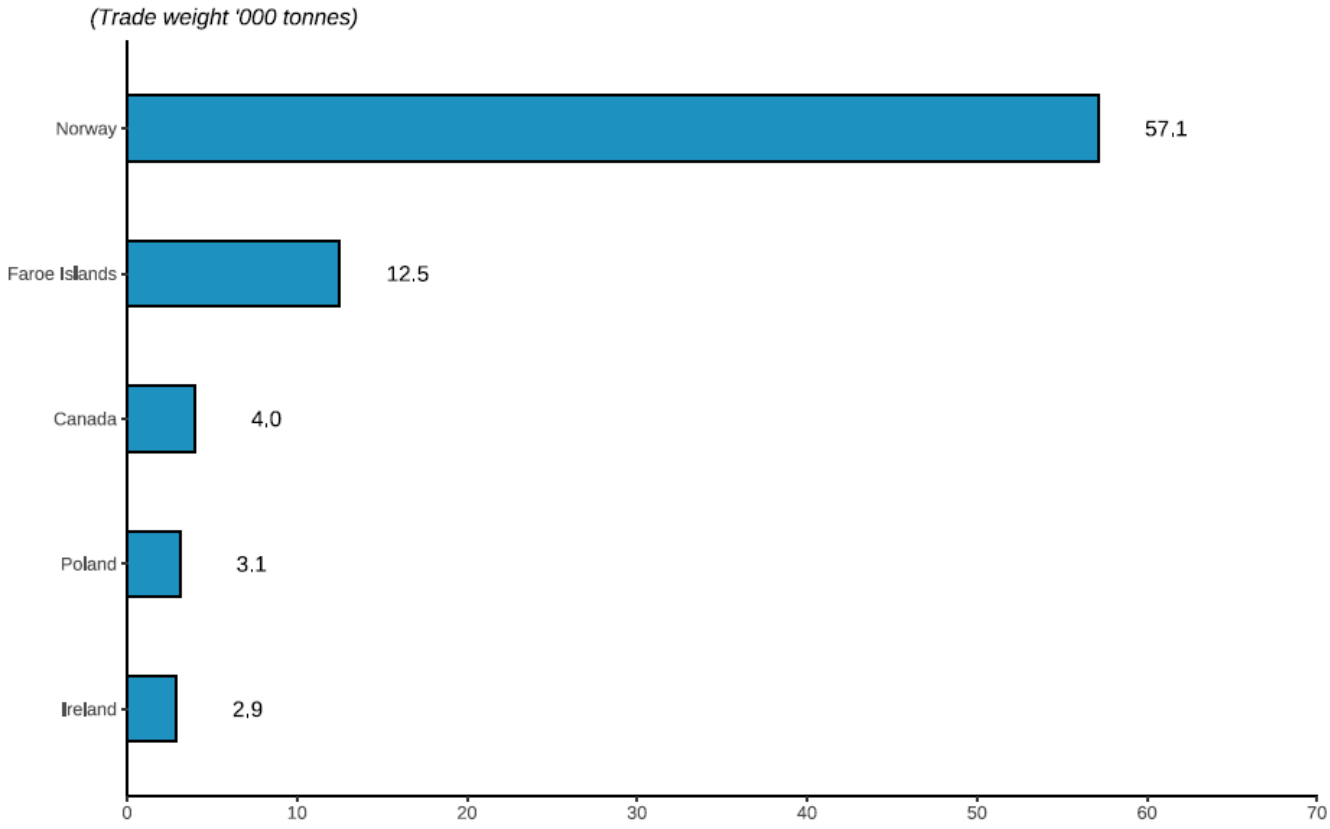
[36] Fish products includes fish meal, flours and oils.

UK imports of Salmon

The UK imported 95.0 thousand tonnes of Salmon in 2024. This is an increase of 4.0 thousand tonnes, or up by 4%, compared to 2023. Salmon accounted for 15% of all UK imports of fish and fish preparations in 2024.

The value of UK imports of Salmon was £743.5 million in 2024. This is a decrease of £9.0 million, or down by 1%, compared to 2023. Salmon accounted for 22% of the total value of UK imports of fish and fish preparations in 2024.

Figure 4.12: Top five UK import markets for Salmon in 2024



The top five markets the UK imported Salmon from in 2024 were Norway, the Faroe Islands, Canada, Poland and Ireland.

Together, the total weight of UK imports of Salmon from these markets was 79.7 thousand tonnes and accounted for 84% of all UK imports of Salmon in 2024.

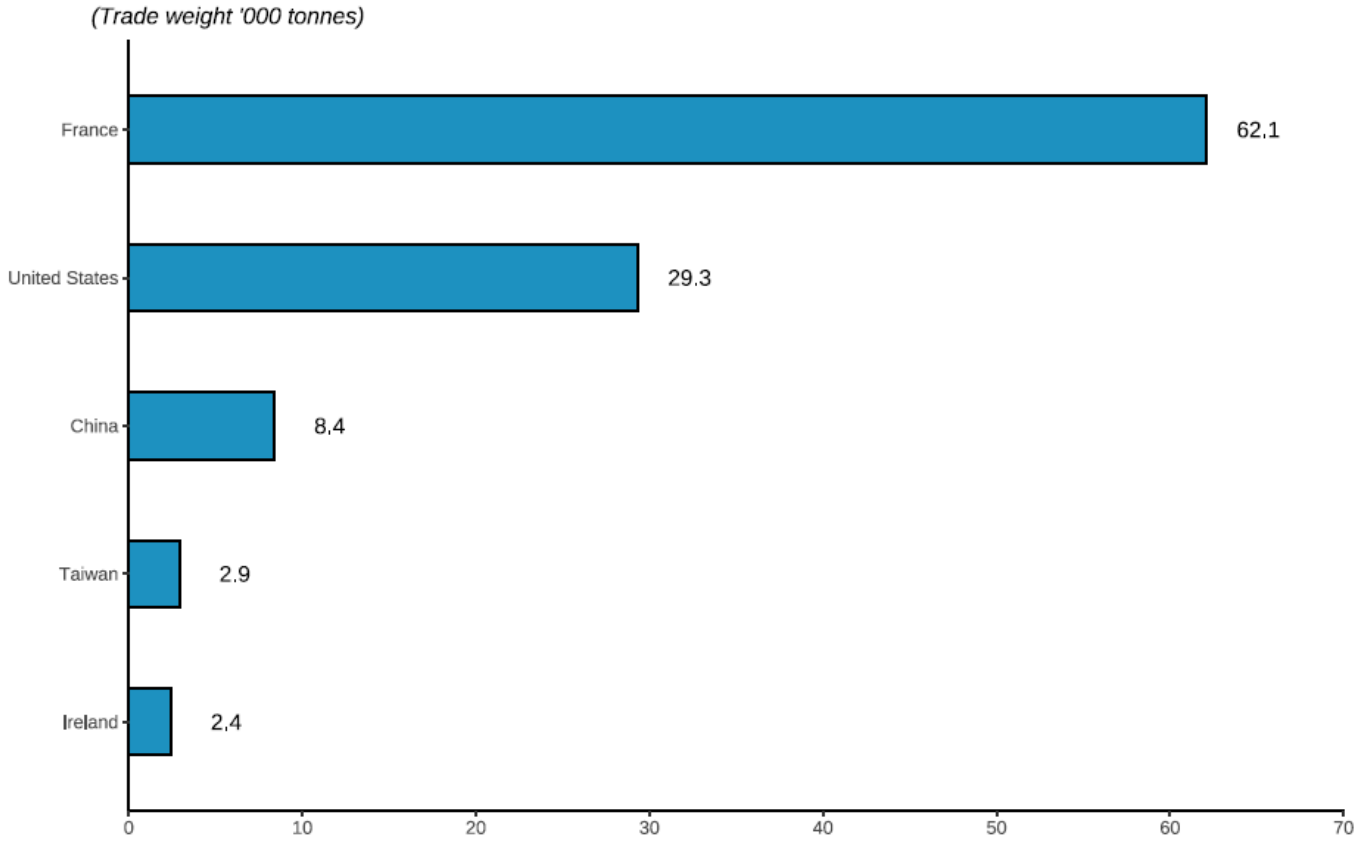
The total value of UK imports of Salmon from these five markets was £626.1 million and accounted for 84% of the total value of all UK imports of Salmon in 2024.

UK exports of Salmon

The UK exported 116.2 thousand tonnes of Salmon in 2024. This is an increase of 38.3 thousand tonnes, or up by 49%, compared to 2023. Salmon accounted for 31% of all UK exports of fish and fish preparations in 2024.

The value of UK exports of Salmon was £950.9 million in 2024. This is an increase of £279.6 million, or up by 42%, compared to 2023. Salmon accounted for 49% of the total value of UK exports of fish and fish preparations in 2024.

Figure 4.13: Top five UK export markets for Salmon in 2024



The top five markets the UK exported Salmon to in 2024 were France, United States, China, Taiwan and Ireland.

Together, the total weight of UK exports of Salmon to these markets was 105.2 thousand tonnes and accounted for 91% of all UK exports of Salmon in 2024.

The total value of UK exports of Salmon to these five markets was £890.5 million and accounted for 94% of the total value of all UK exports of Salmon in 2024.

Gross Domestic Product

GDP
Gross Domestic Product (GDP) is a standard measure of value added through the production of goods and services in a country. It is often used as a measure of the size or health of an economy.

GDP is the sum of the Gross Value Added (GVA) of each industry sector within a country.

GVA for fishing and aquaculture includes landings abroad by the UK fleet. Fishing and aquaculture are included in the wider agriculture, forestry and fishing sector group.

GVA is reported in current prices, meaning no adjustment has been made to account for changes in inflation over time.

The GVA for fishing and aquaculture in 2024 was £888 million. This was an increase of 3% compared to 2023.

The GVA for fishing accounts for 4.8% of the total GVA for agriculture, forestry and fishing[37], which is the same as the previous year.

[37] http://www.ons.gov.uk/ons/datasets-and-tables/data-selector.html?table-id=A1&dataset=pn2 .

Annex A: ICES data

In collaboration with Centre for Environment, Fisheries and Aquaculture Science (Cefas), the MMO has previously published either a chapter or standalone report called Main stocks and their level of exploitation[38] which summarised ICES data for 6 key species (spanning 13 stocks) of interest to the UK fleet.

ICES have improved their dissemination of scientific data, and we now recommend users access this interactive data direct from ICES.

All stock assessment graphs can be accessed at the following link: https://www.ices.dk/data/assessment-tools/Pages/stock-assessment-graphs.aspx.

Seafish provide a thorough guide of how to interpret ICES graphs. See pages 25-26 here: https://www.seafish.org/document/?id=23A69338-21D2-4617-ADF5-58099360DAEB.

Below we have provided a list of key stocks of interest to the UK fleet and their corresponding biological stock page on ICES. This is not an exhaustive list of stocks that the UK holds quota in.

Stock code	Biological stock code	Link
ANF/07.	ank.27.78abd	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19013
ANF/07.	mon.27.78abd	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18893
BOR/678-	boc.27.6-8	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19231
COD/07A.	cod.27.7a	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18916
COD/07D.	cod.27.47d20	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18680
COD/2A3AX4	cod.27.47d20	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18680
COD/7XAD34	cod.27.7.e–k	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18963
HAD/07A.	had.27.7.a	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18953
HAD/2AC4.	had.27.46a20	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19014
HAD/5BC6A.	had.27.46a20	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19014
HAD/7X7A34	had.27.7.b–k	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18919
HER/07A/MM	her.27.nirs	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19782
HER/4AB.	her.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19293
HER/4CXB7D	her.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19293
HER/7G-K.	her.27.irls	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19119
HKE/2AC4-C	hke.27.3a46-8abd	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19042
HKE/571214	hke.27.3a46-8abd	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19042
JAX/4BC7D	hom.27.2a3a4a5b6a7a-ce-k8	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19217
L/W/2AC4-C	wit.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18728
L/W/2AC4-C	lem.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19287
LEZ/07.	meg.27.7b-k8abd	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18973
LIN/04-C.	lin.27.3a4a6-91214	https://standardgraphs.ices.dk/ViewCharts.aspx?key=14347
LIN/6X14.	lin.27.3a4a6-91214	https://standardgraphs.ices.dk/ViewCharts.aspx?key=14347
MAC/2A34.	mac.27.nea	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19137
MAC/2CX14-	mac.27.nea	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19137
NEP/07.	nep.fu.14	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19273

[38] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/920035/2019_Main_stocks_and_their_level_of_exploitation.pdf.

Stock code	Biological stock code	Link
NEP/07.	nep.fu.2021	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19234
NEP/07.	nep.fu.22	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19190
NEP/2AC4-C	nep.fu.5	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19224
NEP/2AC4-C	nep.fu.6	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19251
PLE/07A.	ple.27.7a	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18969
PLE/2A3AX4	ple.27.420	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18688
PLE/7DE.	ple.27.7d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18736
PLE/7DE.	ple.27.7e	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19051
PLE/7FG.	ple.27.7fg	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18946
POL/07.	pol.27.67	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18957
POL/56-14	pol.27.67	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18957
RJC/07D.	rjc.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18342
RJC/2AC4-C	rjc.27.3a47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18342
RJC/67AKXD	rjc.27.7afg	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19154
RJC/67AKXD	rjc.27.7e	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19129
RJH/04-C.	rjh.27.4c7d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18341
RJH/07D.	rjh.27.4c7d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18341
SAN/234_1R	san.sa.1r	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18515
SOL/07A.	sol.27.7a	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18931
SOL/07D.	sol.27.7d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18987
SOL/07E.	sol.27.7e	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18616
SOL/24-C.	sol.27.4	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18740
SOL/7FG.	sol.27.7fg	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18943
SOL/7HJK.	sol.27.7h-k	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18234
SPR/7DE.	spr.27.7de	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18575
T/B/2AC4-C	tur.27.4	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18654
T/B/2AC4-C	bll.27.3a47de	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18850
WHB/1X14	whb.27.1-91214	https://standardgraphs.ices.dk/ViewCharts.aspx?key=19138
WHG/07A.	whg.27.7a	https://standardgraphs.ices.dk/ViewCharts.aspx?key=17986
WHG/2AC4.	whg.27.47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18694
WHG/7X7A-C	whg.27.47d	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18694
WHG/7X7A-C	whg.27.7b-ce-k	https://standardgraphs.ices.dk/ViewCharts.aspx?key=18966

Annex B: Methodology

The methodology for data from 2000 and earlier included in this publication is described in earlier versions of the methodology: UK Sea Fisheries Statistics Methodology.

Fleet (Section 1)
Statistics on the UK fishing fleet in this publication are based on the fleet of fishing vessels as registered with the Register of Shipping and Seamen. To this is added details of fishing vessels as registered with the Crown Dependencies (Isle of Man and the Channel Islands) to form the full UK fleet.
The UK fleet has been broken down for analysis by individual country based on the administration ports where vessels were licensed as at the end of year the report covers. Vessels which are registered but do not have an administration port at this time are not counted against any country,

Fish Producer Organisation membership (Section 1)
In the UK, FPOs (Fish Producer Organisations) are granted responsibility by Fisheries Administrations for the management of fish quotas for vessels in their membership. Vessel owners notify UK Fisheries Administrations when transferring between FPOs for the purposes of quota management. A comprehensive database of membership of FPOs is maintained which augments the vessel data provided by the Register of Shipping and Seamen.

Employment data (Section 1)
The MMO usually provides a summary of the estimated number of fishers working within the UK fleet collected from the annual Fishermen's Survey. The data that was collected in relation to 2023 have been determined to be unreliable for English vessels, with the resulting estimates contrary to long term trends, coherent publications and anecdotal industry intelligence. Therefore, the results of the Fisherman's Survey 2023 will not be published. The survey for 2023 onwards has been paused, pending review.

Data for 2022 and earlier continue to be the most reliable estimate of the number of fishers for UK vessels for that time period and have still been included within the published accompanying tables for this section. For analysis of the longer term trends please refer to last year's release of UK Sea fisheries statistics 2022[39] The number of fishers for Scottish vessels will continue to be published as part of the Scottish Sea Fisheries Statistics[40], and Seafish have published information about employment in the fishing industry in the Economics of the UK Fishing Fleet[41].

Activity and landings (Section 2)
The data in Section 2 is administrative data which the UK is legally required to collect to enable management of the seas. The data collected via these means is used for the majority of MMO statistical products, not just this annual publication.
The data collection and processing for this administrative data is described here: Fishing data collection, coverage, processing and revisions - GOV.UK.

[39] Section 1 - Fleet - GOV.UK
[40] Sea fisheries statistics - gov.scot
[41] Economics of the UK Fishing Fleet - 2024

Landings by under-10m vessels registered in England, Wales and Isle of Man (Section 2)

The data source for landings of under-10m vessels registered in England, Wales and Northern Ireland has changed for 2024. Provisional landing data[42] from January 2024 were previously published using Catch Recording data for these vessels. The Catch Recording Service is a service for Skippers of under-10m vessels to report their catch directly to the relevant Fisheries Authority. It consists of three ways in which skippers can report their catches; via a dedicated mobile application, web service and phone line.

Unforeseen technical difficulties with the Catch Recording mobile app meant that some records were not being received correctly after being submitted by fishers. A statistical quality assessment for the Catch Recording data[43] showed these missing records were having a notable impact on the statistics for under-10m vessels registered in England, Wales and Isle of Man.

Data for landings in 2024 in this release for under-10m vessels from England, Wales and Isle of Man are compiled using headline quantity and value data sourced from Sales Notes. This is the same as landings for under-10m vessels registered by other Fishing Authorities, and landings for all under-10m vessels prior to 2024. Therefore, there are no changes to comparability over time or vessel administration.

Activity information, such as the fishing gear used and fishing area, have been sourced from Catch Records where a matching record is available. Where a matching Catch Record is not available, activity information has been inferred based on usual activity across several factors, including vessel location and fishing type. This automates and standardises the process that was conducted manually prior to 2024.

Data published in this release includes revisions to all previously published provisional data and is now considered final. There may be larger revisions to landing data for under-10m vessels registered in England, Wales and Northern Ireland than usually expected, as a result of the change of data source.

Amendments to the administrative data collected (Section 2)

Following quality assurance, MMO statistics make some amendments to the administrative data collected ahead of producing the datasets and tables for the Sea Fisheries Statistics publication.
Amendments were made this year to the 2024 value data. Firstly, where sales note mismatches were identified as causing gaps in landed value, the affected sales note's value information were manually inputted into the final data sets by applying an average price per tonne derived from the mismatching sale notes to affected landings. This primarily affected ICES area 27.1 cod landed value. Further records were identified as missing value (primarily for mackerel and blue whiting landings). For these records a general annual average price per tonne was applied to the relevant live weight landings to produce estimated landed value. For example, mackerel landings were assigned value based on a price per tonne of £991 for 2020. For context on scale, this fix was applied to around 6,000 tonnes of mackerel landings in 2020 which equates to approximately 3% of UK mackerel landings that year.

All mussel landings with a zero landings value have been removed from the dataset used to create Section 2 and the underlying datasets. These landings were identified to be landings of mussel seed which, rather than being sold for human consumption at this point are re-laid for aquaculture. They are then harvested and sold at a later stage. As these landings are not sold at the point of initial dredging they have been removed and the data recalculated.

[42] https://www.gov.uk/government/collections/monthly-uk-sea-fisheries-statistics
[43] UK Sea Fisheries Statistics: Catch Recording Data Statistical Quality Assessment - GOV.UK

Estimated landings by EEZ (Section 2)
Most figures in Sections 2 are based on administrative data collected direct from vessels, with some amendments to improve the quality (described above). From 2021, data relating to the area of capture (EEZ) are based on reported areas, however prior to this period, the data relies on estimated areas to determine the EEZ. For years prior to 2021 the MMO hold robust data on catches by ICES rectangle. This rectangle data is used as the basis for estimating landings by EEZ.

An example to illustrate follows:

> *If an ICES rectangle is fully in UK waters, we can assume 100% of the catch assigned to that rectangle is from UK waters. However, EEZ lines intersect and cut across ICES rectangles so this assumption cannot be applied in all instances.*
> *For example, in the English Channel, the ICES rectangles span both UK and French waters. Imagine the sea surface of an ICES rectangle falls in a way so that exactly 50% of the ICES rectangle is in UK waters and 50% is in French waters.*
> *Based on the percentage of the sea surface that falls in each nation's EEZ we can make an assumption that 50% of the catch reported against that ICES rectangle was from French waters and 50% was from UK waters. This same calculation can be done for all ICES rectangles and aggregated up to various groupings to estimate e.g., the percentage of landings by the UK fleet from UK waters compared to the percentage of landings from EU waters.*

In reality, in the example of the English Channel described above, a vessel may have actually landed 100% of their catch on the UK side of the EEZ. Because of this, for each estimate we can calculate a confidence interval around the estimated value. When considering individual vessel landings, these estimates will have very wide confidence intervals. However, when we aggregate this data to the UK fleet level (for example), the confidence in our estimates is much higher.

The method described above relies on us knowing what fraction of the sea surface of an ICES rectangle falls in each nation's EEZ. To obtain this information a spatial dataset containing the boundaries of all world EEZs was segmented by a spatial dataset containing the boundaries of the ICES rectangles. From this, the fraction of total sea surface area, excluding any land area, occupied by each national EEZ was calculated for each rectangle.

The underlying dataset titled *UK fleet landings by rectangle stock port and EEZ_2019_2023* published alongside this report includes the estimated EEZ and region of capture based on the method described above. In this dataset there are a small number of unapportioned landings – i.e. landings which cannot be attributed to an EEZ or region. This is because these landings have an unknown ICES rectangle. They are included in the dataset for completeness but only make up 0.04 per cent of all landings.

Please refer to the published Economic Exclusive Zone analysis report[44] for further details on the methodology and assumptions used for these figures.

Trade (Section 4)
HM Revenue & Customs (HMRC) is responsible for collecting the UK's international trade in goods data. The data are compiled from trade declarations made using commodity codes from the UN Tariff (HS Nomenclature) and its EU derivative the Intrastat Classification Nomenclature (ICN). These data are sent annually to the MMO, who process the data for this publication.

Landings of fish into the UK by foreign vessels are typically included in import statistics; however, statistics on imports and landings by foreign registered vessels may not strictly be comparable. Arrivals of fish should

[44] UK commercial sea fisheries landings by Exclusive Economic Zone of capture report 2019 - GOV.UK (www.gov.uk)

be reported where the economic owner of the vessel is outside the UK. In some cases, the countries of vessel registration and economic ownership may differ. A further complication is that import statistics do not include fish landed into the UK by foreign vessels which have a final destination outside the UK. Lastly, in some cases there exists a value threshold for declaration of imports. For these reasons it is possible that imports of fish may be below the quantity of landings reported for foreign registered vessels.

Exports include dispatches of fish by UK economically owned vessels when landing outside the UK. For similar reasons to those for imports, these are not directly comparable with landings by UK registered vessels abroad.

Annex C: Revisions policy

The Marine Management Organisation policy is to revise or produce 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.

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 D: Associated publications

Annual Sea Fish Statistics

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-2024

MMO Official Statistics publications

- Monthly UK sea fisheries statistics: https://www.gov.uk/government/collections/monthly-uk-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
- Provisional Non-Quota uptake by UK vessels in EU waters: https://www.gov.uk/government/collections/provisional-non-quota-uptake-by-uk-vessels-in-eu-waters

Sea fisheries publications by other UK nations and international bodies

- Scottish Sea Fisheries Statistics: https://www.gov.scot/collections/sea-fisheries-statistics/
- Department for Agriculture, Environment and Rural Affairs in Northern Ireland, fisheries policy and statistics: Animal health, inland fisheries, food and forestry statistics | Department of Agriculture, Environment and Rural Affairs (daera-ni.gov.uk)
- FAO Yearbook of Fishery and Aquaculture Statistics: FAO Yearbook of Fishery and Aquaculture Statistics - Fisheries and Aquaculture
- Eurostat Agriculture, Forestry and Fisheries Statistics: https://ec.europa.eu/eurostat/en/web/products-statistical-books/-/KS-FK-17-001

Other Useful websites

- Seafish 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
- International Council for the Exploration of the Sea (ICES): https://www.ices.dk/Pages/default.aspx
- FQA Register: https://www.fqaregister.service.gov.uk/
- HMRC Trade data tool: https://www.uktradeinfo.com/

Annex E: Further Information

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 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[45] with the Pre-Release Access to Official Statistics Order 2008.

Contact

- Statistics and Analysis Team, Marine Management Organisation
- Email: statistics@marinemanagement.org.uk
- Media enquiries: 0300 123 1032

[45] https://www.gov.uk/government/publications/defra-group-pre-release-access-to-official-statistics-compliance-statement