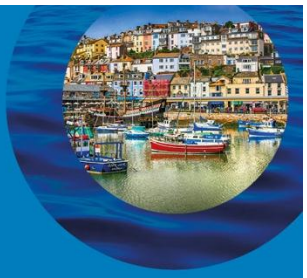
Marine Management Organisation

UK Sea Fisheries Statistics 2025













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Marine Management Organisation

UK SEA FISHERIES STATISTICS 2025

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Date published: 29 October 2026

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 2025, 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: https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2025

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 cancellation to the accredited official statistics designation for these statistics. This was agreed[2] by the Director General for Regulation on 27 October 2026. For further details on the reason for the cancellation please see the following statistical notice[3].

[1] Cancellation of AOS status for Sea Fisheries statistics - Office for Statistics Regulation
[2] Cancellation of AOS status for Sea Fisheries statistics - Office for Statistics Regulation
[3] Cancellation of Accredited Official Statistics designation for UK Sea Fisheries Statistics - GOV.UK

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Key Statistics

Fleet

In 2025, there were 5,076 registered fishing vessels in the UK fleet (including Crown Dependencies). This represents a 48% (4,644 vessels) reduction since 1995. The total power (kW) of the UK fleet has also decreased by 39% (442 thousand kW) over the past three decades.

Approximately 79% (4,012 vessels) of the UK fleet are vessels under 10 metres in length, of which 49% (1,959 vessels) are administered in England.

The majority of UK vessels operate within the non-sector (87% or 4,418 vessels), with the remaining vessels in membership of a Producer Organisation (658 vessels).

Landings

In 2025, UK vessels landed 675 thousand tonnes of sea fish into the UK and abroad. This is a decrease of 70 thousand tonnes, or down by 9%, compared to 2024.

The total value of sea fish landed by UK vessels into the UK and abroad was £1.36 billion in 2025. This is an increase of £206 million in value landed, or up by 18%, compared to 2024.

The increase in value despite a reduction in the quantity landed is mainly driven by higher prices achieved by landings of Mackerel in the second half of 2025. This followed the release of scientific advice for Mackerel in September 2025 indicating further reductions in Mackerel quota for 2026.

Effort

Since 2003, fishing effort (kW days at sea) by the over 10 metre UK fleet has decreased by 52 million kW days at sea, or down by 45%, from 117 million kW days at sea. Most of the reduction in effort is driven by a 45% (28 million kW days at sea) decline in effort in the demersal trawl and seine segment.

The total fishing effort by the over 10 metre UK fleet in 2025 was 64 million kW days at sea. This is a decrease of 2 million kW days at sea, or down by 3%, compared to 2024.

Trade

The UK is a net importer of fish. The UK's trade balance (exports minus imports) was a trade deficit of 273 thousand tonnes, or £1.7 billion in 2025. The trade balance has widened in 2025 compared to previous years, as a result of decreases of exports of specific species such as mackerel, and increases of imports of species such as tuna.

In 2025, the UK imported 641 thousand tonnes of fish and fish preparations, with an import value of £3.7 billion. It exported 368 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:
https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2025

This section presents statistics on the UK fleet (including Crown Dependencies), its characteristics and composition. Data presented within this section represent the UK fleet as of 31 December 2025.

Fleet statistics are presented in a few ways throughout this section. The first is the total number of vessels. The number of vessels represents the total number of vessels registered in the UK fishing fleet. These vessels may have been registered in a given year but had not engaged in any fishing activity that year.

The fleet can also be assessed in terms of capacity and power.

Capacity is measured in gross tonnage (GT) which is a measure of a vessel's internal volume across all enclosed spaces i.e. how much fish it can hold, rather than the total weight of the vessel. The power (kW) of a vessel refers to the vessel's engine power.

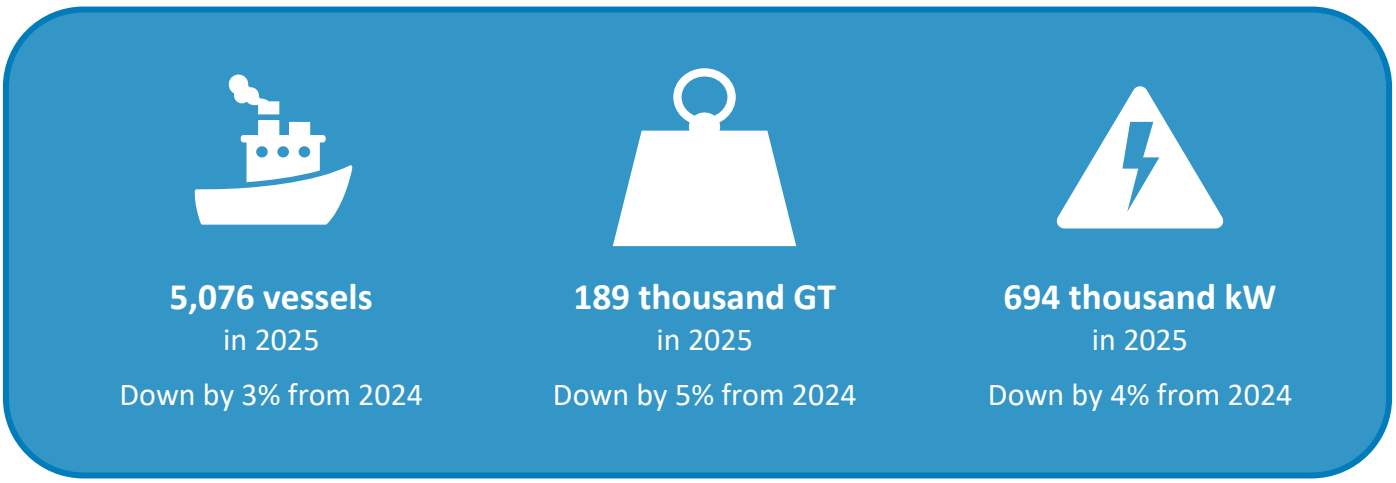
The MMO holds data on the capacity and power of all individual UK vessels, and these figures are combined to compare groups of interest. This allows for a more nuanced assessment of the fleet, as opposed to looking at the number of vessels alone.

Fleet Characteristics

In 2025, the UK fishing fleet comprised 5,076 registered vessels. This is a decrease of 156 vessels, or down by 3% compared to 2024.

The total capacity of UK fishing fleet was 189 thousand GT in 2025. This is a decrease of 10 thousand GT, or down by 5% compared to 2024.

The total power of UK fishing fleet was 694 thousand kW in 2025. This is a decrease of 27 thousand kW, or down by 4% compared to 2024.



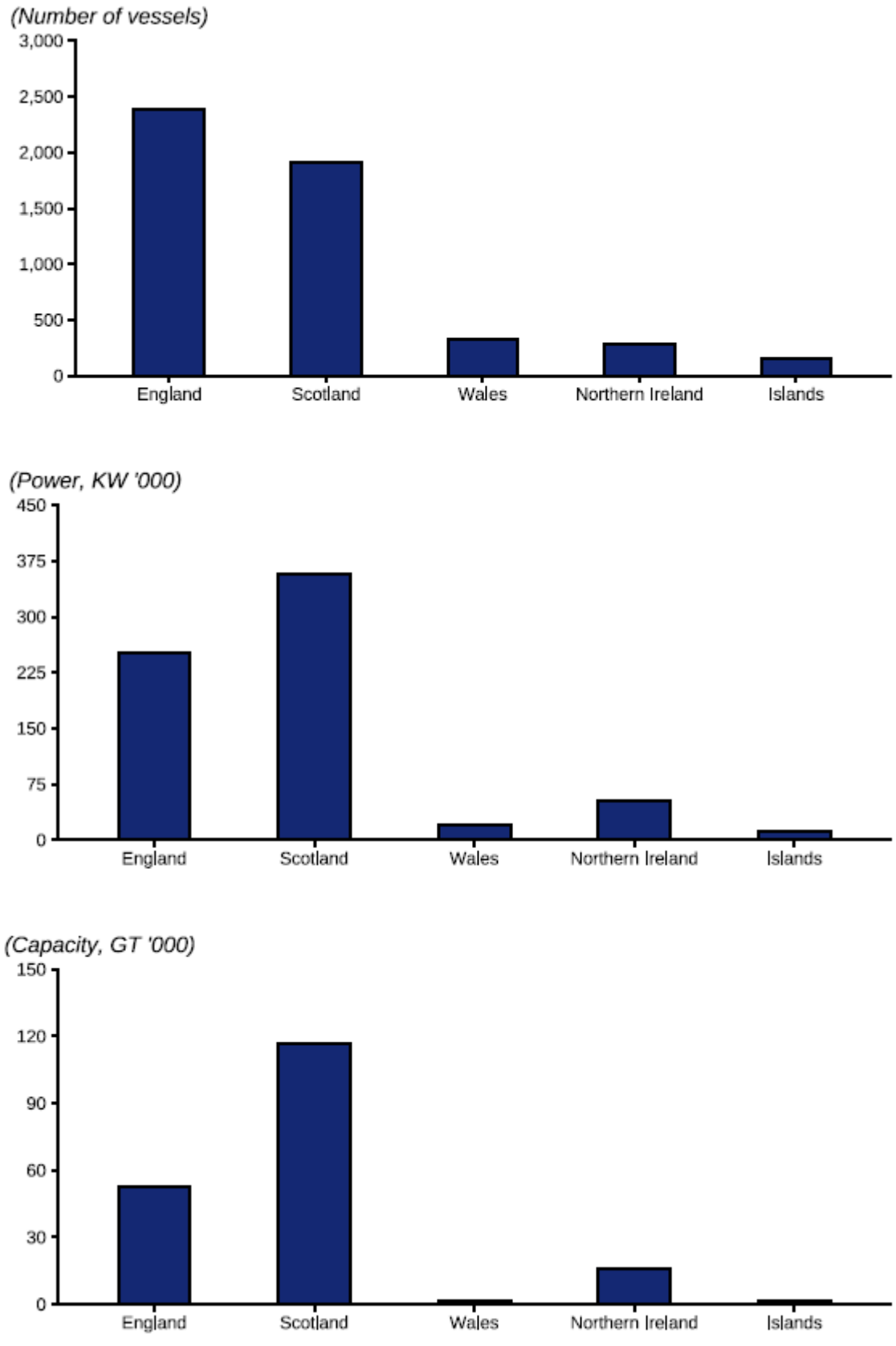
When compared with the UK fleet in 1995, this is a decrease of 4,644, or down by 48% from 9,720 registered vessels in the UK fleet.

Over the same period, total fleet power also decreased by 442 thousand kW, or down by 39%.

No comparison can be made for capacity of the UK fleet over this period as gross tonnage was not collected for vessels in 1995.

The long-term decline in fleet size and power reflects changes in fisheries management over recent decades, including decommissioning schemes and controls on fishing opportunities introduced to support sustainable fisheries.

Figure 1.1[4] [5]: Fleet characteristics split by country of administration within the UK in 2025.



[4] In this figure and throughout the publication, Islands refers to the Crown Dependencies of Isle of Man, Jersey and Guernsey.

[5] 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.

England accounted for the largest share of vessels in the UK fleet in 2025, comprising 2,390 vessels or 47% of the total fleet. Scotland accounted for the second largest share of vessels in the UK fleet in 2025, comprising 1,906 vessels or 38% of the UK fleet.

However, Scotland contributed the majority of the UK fleet's capacity in 2025, accounting for 117 thousand GT, or 62% of total UK fleet capacity. In comparison, the English fleet contributed 52 thousand GT, or 28% of the total UK fleet capacity.

This difference reflects the larger average size of Scottish vessels. Scottish vessels are more likely to participate in high-volume fisheries, particularly pelagic fisheries, which typically require vessels with greater capacity and engine power.

Fleet Composition

Fleet composition varies across the UK, reflecting differences in the fisheries pursued by vessels in each administration.

Scottish vessels participate extensively in pelagic fisheries such as mackerel and herring. These fisheries typically involve large catches and require vessels with substantial storage capacity. Consequently, Scotland has a greater proportion of larger and more powerful vessels.

In contrast, the English fleet includes a greater proportion of vessels fishing in inshore waters and targeting higher value species caught in smaller quantities such as shellfish species. These fisheries can be economically viable using smaller vessels, contributing to the larger proportion of vessels under 10 metres in England.

Vessel length

In 2025, the majority of vessels in the UK fleet were under 10 metres in length, comprising 4,012 vessels, or 79% of the UK fleet.

Despite representing the majority of vessels, the under 10 metre fleet accounted for only 14 thousand GT, or 8% of total fleet capacity.

In comparison, vessels over 10 metres comprised 1,064 vessels or 21% of the number of vessels in the UK fleet but accounted for 174 thousand GT, or 92% of total capacity.

Figure 1.2: UK fleet characteristics by vessel length groups in 2025.

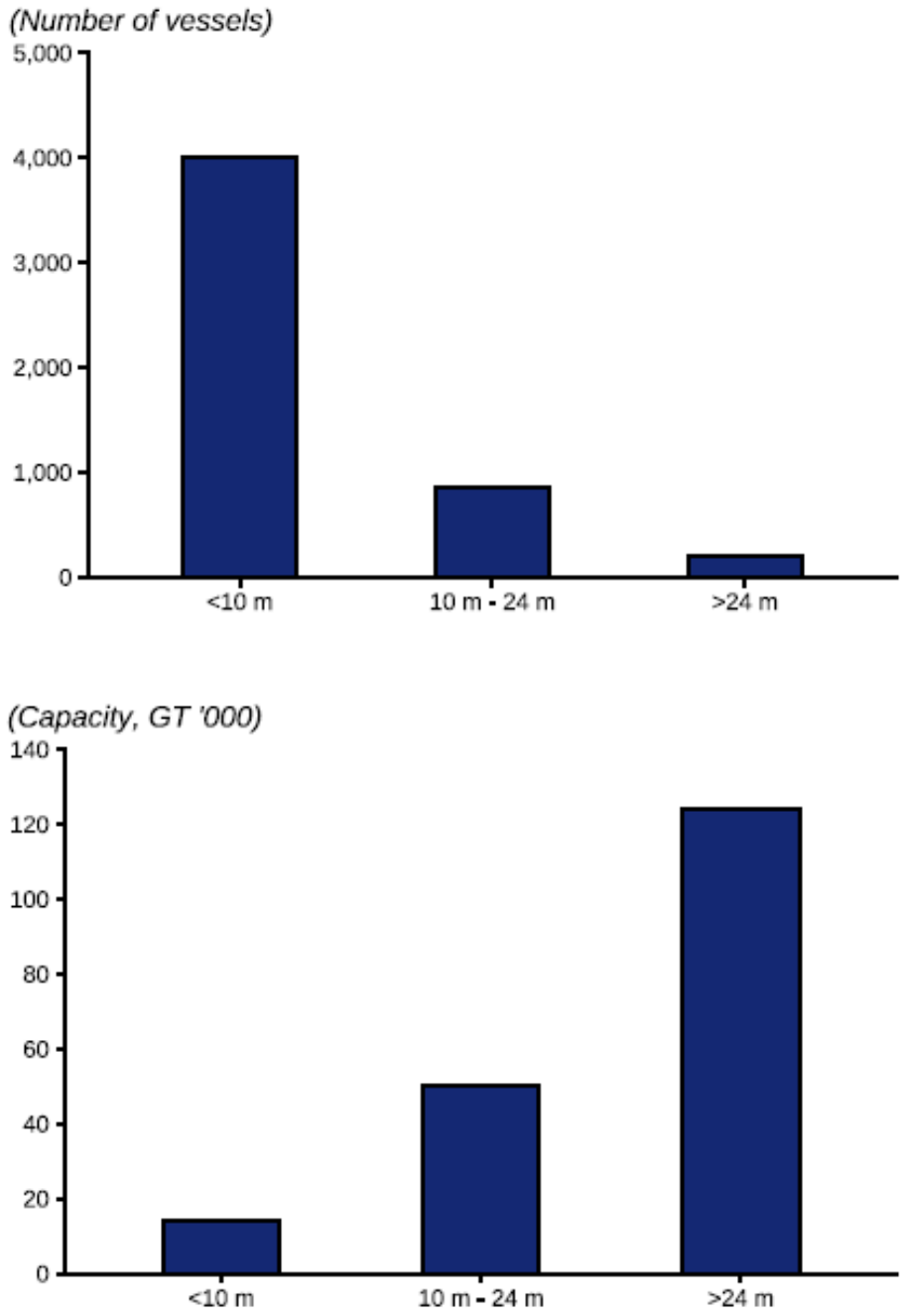
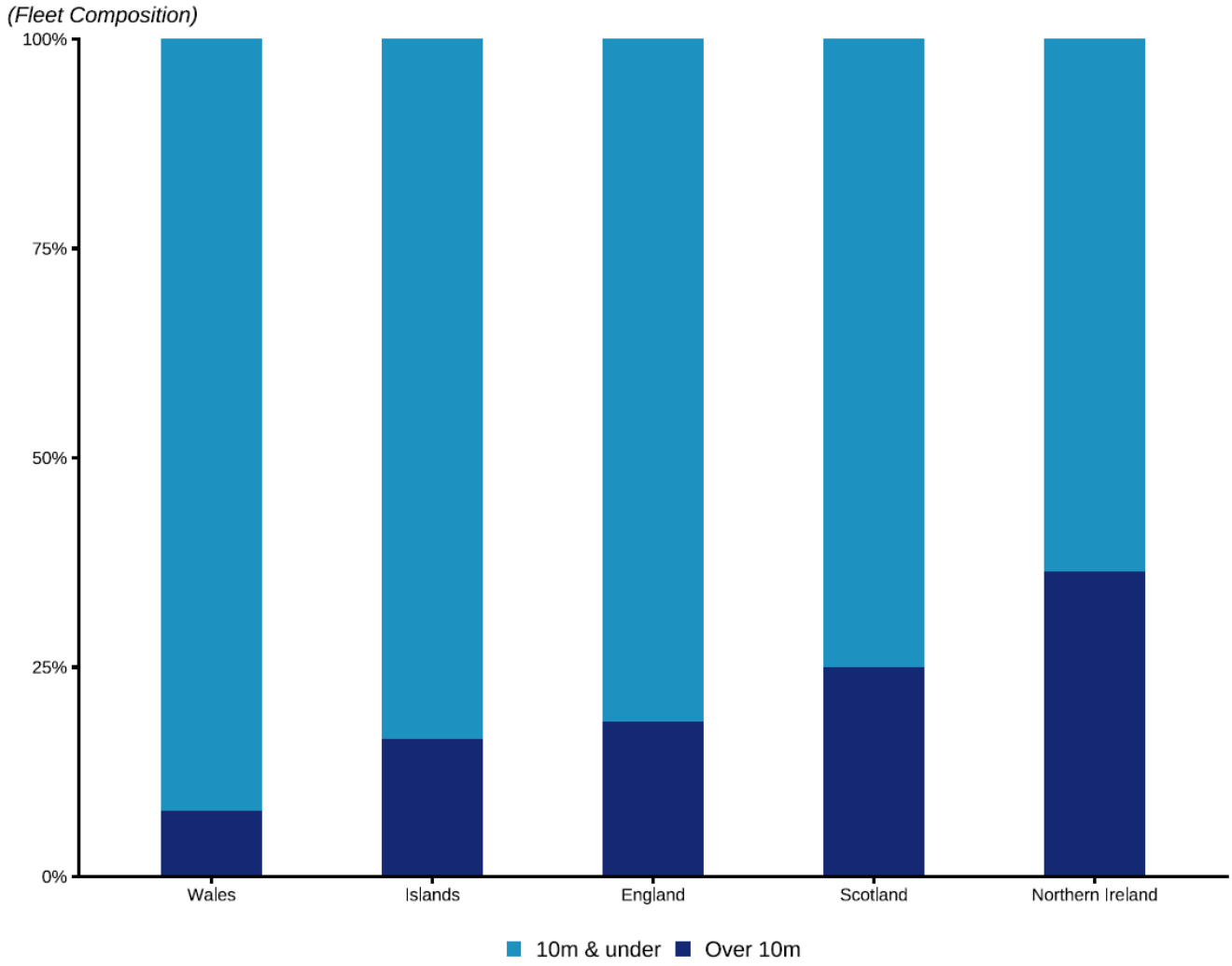


Figure 1.3: UK fleet composition showing proportion of over 10 metre and proportion of under 10 metre vessels by country of administration in 2025.



The distribution of vessel length differs across the UK. Northern Ireland had the highest proportion of vessels over 10 metres (102 vessels, or 36% of the Northern Irish fleet), while Wales had the lowest (24 vessels, or 7% of the Welsh fleet). These differences contribute to variation in fleet capacity and power between fisheries administrations[6].

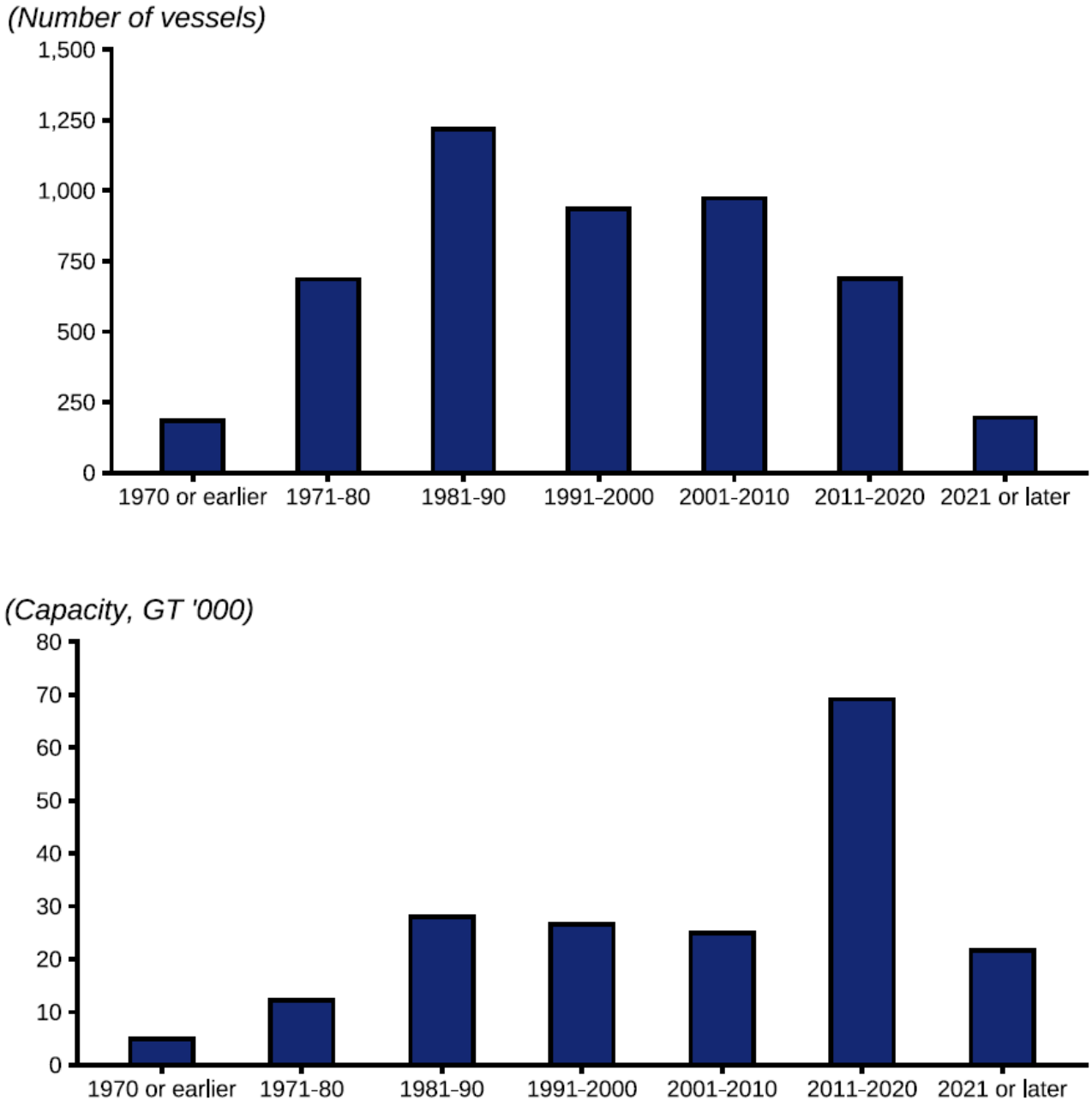
The Scottish fleet operate larger vessels on average than the English fleet. In 2025, the average Scottish vessel was 11 metres in length compared with nine metres for English vessels. The average length of the Northern Irish fleet was 12 metres and the Welsh seven metres.

In 2025, there were 21 vessels that could not be assigned to a country in the UK fleet. These vessels are registered but not administered by a port. These are typically new vessels or vessels in the process of moving to another fisheries administration.

[6] Table 1.2

Age of vessels

Figure 1.4: UK fleet characteristics by year of commission.



Vessels built in 2011 or later have a much higher capacity per vessel 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 91 thousand GT, or 48% of the fleet's capacity, while only comprising 884 vessels, or 17% of the vessels in the UK fleet.

In comparison, vessels built between 1971 and 2000 contribute 67 thousand GT, or 35% of the fleet's total capacity while comprising 2,839 vessels, or 56% of the total number of vessels in the fleet. 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.

Sector vessels

Sector vessels are those that belong to a recognised FPO and have their quota managed by the FPO.

These vessels are mostly over 10 metres in length but there are a small number of vessels 10 metres and under in length.

Non-Sector vessels

Non-Sector vessels operate independently and are not a member of an FPO. Quota for these vessels is managed by the UK government directly.

Most of the non-sector is made up of vessels 10 metres and under in length. Some over 10 metres vessels are also part of the non-sector. The number of vessels can fluctuate both within and between years.

Fish Producer Organisations (FPOs) continue to play a central role in quota management within the UK fishing industry. In 2025, there were 22 active FPOs with at least 1 vessel in membership.

At the end of 2025, 63% (658 vessels) of vessels over 10 metres were members of an FPO, while 37% (381 vessels) operated within the non-sector. These proportions have remained broadly unchanged since 2018.

Membership varies considerably between organisations. Scottish FPO had the largest membership in 2025 with 124 vessels, or 19% of over 10 metre vessels that were members of an FPO. In comparison, Klondyke had the smallest membership, with two vessels, or less than 1% of over 10 metre vessels that were members of an FPO.

The average FPO membership as of 31 December 2025 was 30 vessels[7].

Fishermen's survey

The MMO has previously published information on employees within the UK fishing fleet, using data collected through the annual Fishermen's Survey. However, the survey remains suspended following concerns regarding the reliability of data collected from 2023 onwards.

Data from 2022 and earlier remain available in the accompanying tables and continue to provide the most reliable estimates of employment within the UK fishing fleet for those years. Users interested in longer term

[7] See Table 1.5.

trends should refer to UK Sea fisheries statistics 2022[8] and related fisheries employment publications to include employment in the fishing industry in the Economics of the UK Fishing Fleet[9] published by Seafish.

[8] Section 1 - Fleet - GOV.UK
[9] Economics of the UK Fishing Fleet - 2024

Section 2: Landings

View the tables accompanying this section here:
https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2025

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 include landings by vessels registered in England, Wales, Scotland, Northern Ireland, as well as the Crown Dependencies (CD's); Jersey, Guernsey and Isle of Man[10]. 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.

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

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.

Data published in this release includes revisions to all previously published provisional data and is now considered final.

UK summary

In 2025, UK vessels landed 675 thousand tonnes[11] of sea fish into the UK and abroad. This is a decrease of 70 thousand tonnes, or down by 9%, compared to 2024.

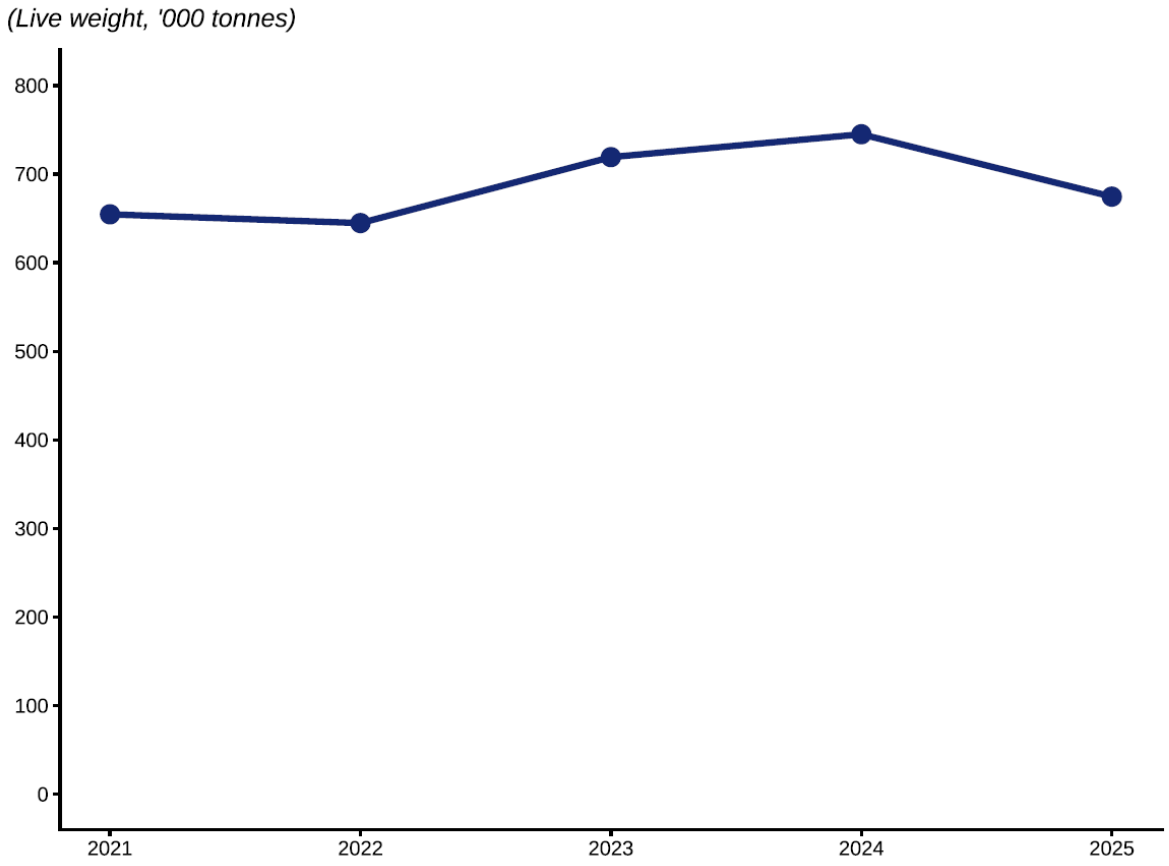
The total value of sea fish landed by UK vessels into the UK and abroad was £1.36 billion[12] in 2025. This is an increase of £206 million in value landed, or up by 18%, compared to 2024.

Breaking down landings data further helps reveal patterns in UK fleet fishing activity. Landings data can be analysed in multiple ways including;

- Exploring patterns within and between species groups.
- Analysing landings by fleet segment and fleet characteristics.
- Assessing the effect of geographical location and port of landing on the amount and composition of landings.

[10] This report only includes landings for vessels registered in Jersey and Guernsey where they have fished from English quota pools.
[11] 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.
[12] Table 2.1

Figure 2.1: Quantity of landings by UK vessels between 2021 and 2025



Species group

One important way of analysing landings data is to explore patterns in the landings of different types of fish, both between species groups and between species themselves.

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).

In 2025, UK vessels landed 137 thousand tonnes of demersal species into the UK and abroad. This is a decrease of 767 tonnes, or down by 1%, compared to 2024.

The total value of demersal species landed by UK vessels into the UK and abroad was £367 million in 2025. This is an increase of £29 million, or up by 8%, compared to 2024.

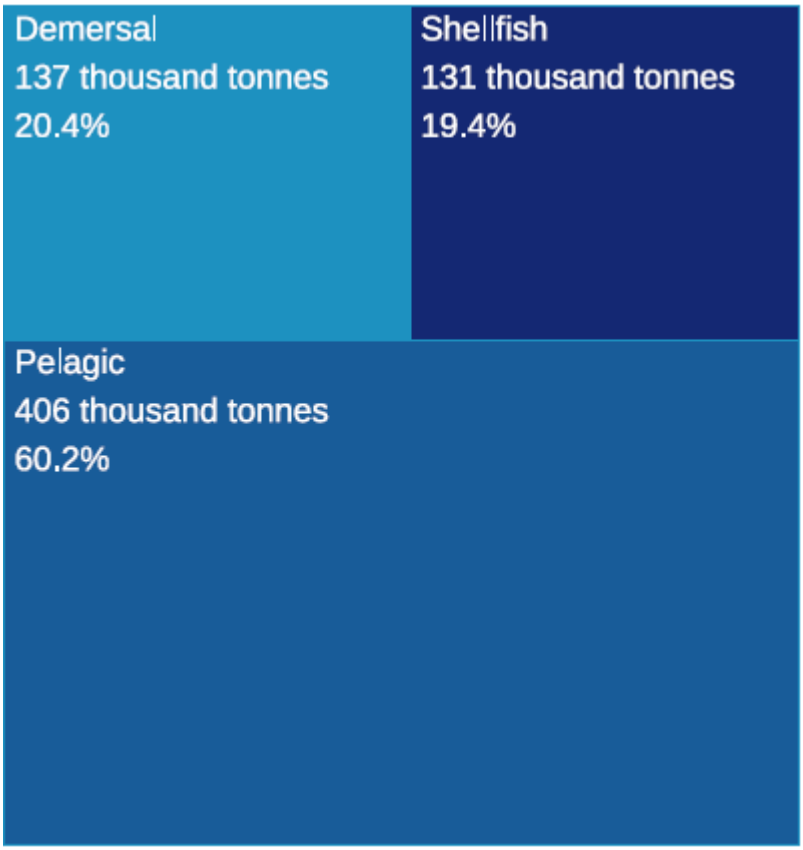
In 2025, UK vessels landed 406 thousand tonnes of pelagic species into the UK and abroad. This is a decrease of 76 thousand tonnes, or down by 16%, compared to 2024.

The total value of pelagic species landed by UK vessels into the UK and abroad was £598 million in 2025. This is an increase of £142 million, or up by 31%, compared to 2024.

In 2025, UK vessels landed 131 thousand tonnes of shellfish species into the UK and abroad. This is an increase of 6 thousand tonnes, or up by 5%, compared to 2024.

The total value of shellfish species landed by UK vessels into the UK and abroad was £400 million in 2025. This is an increase of £36 million, or up by 10%, compared to 2024.

Figure 2.2: Quantity and proportion of landings by UK vessels in 2025 by species group



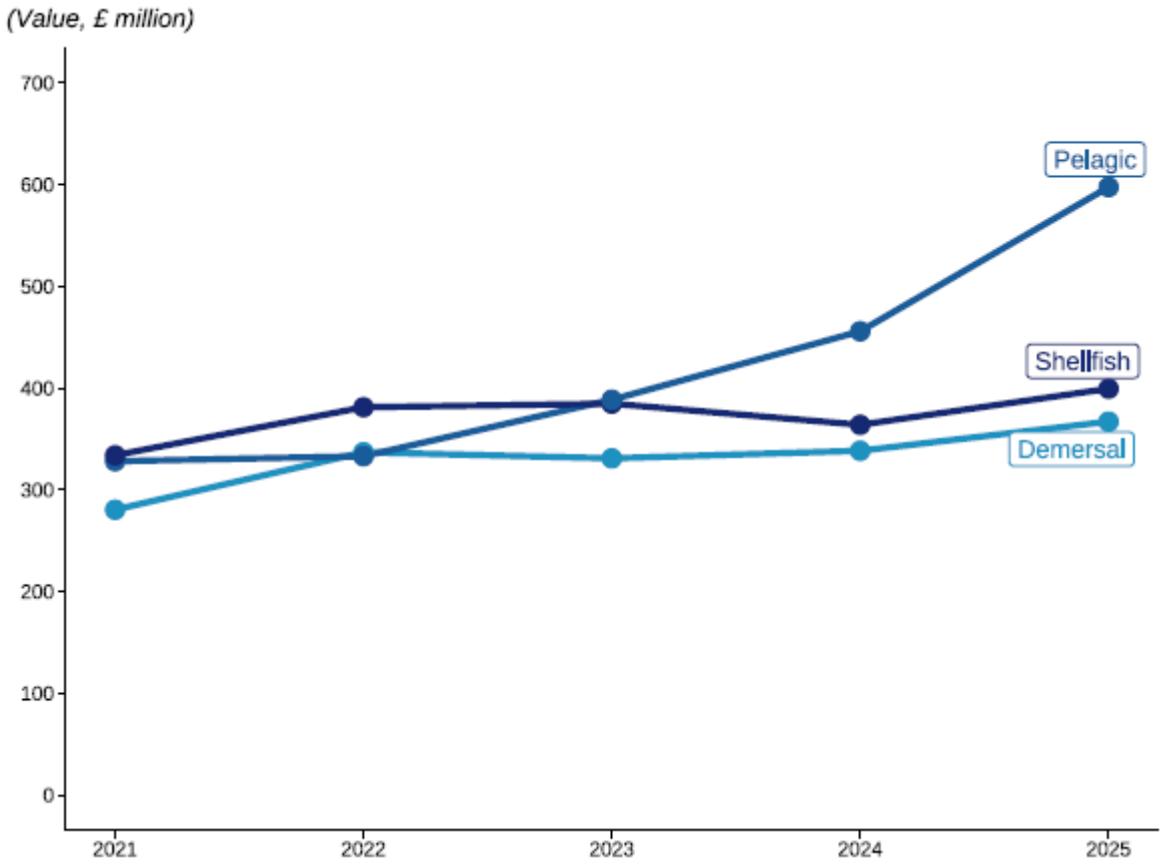
Landings of pelagic species made up 60.2% (406 thousand tonnes) of the total quantity of landings by UK vessels, while contributing 43.8% (£598 million) of the value landed in 2025[13]. This is because pelagic species typically achieve a lower price per tonne.

Landings of shellfish made up 19.4% (131 thousand tonnes) of the total quantity landed, the smallest share of the total value landed. However, shellfish accounted for 29.3% of the value landed (£400 million) in 2025. This is because most landings of shellfish species earn a higher price per tonne.

Landings of demersal species made up 20.4% (137 thousand tonnes) of the total quantity of landings by UK vessels, while contributing 26.9% (£367 million) of the value landed in 2025. Similar to shellfish species, demersal species typically fetch a higher price per tonne.

[13] Table 2.1

Figure 2.3: Value of landings by UK vessels between 2021 and 2025 by species group.



Since 2021, the total value of landings by UK vessels has shown a net increase of £422 million, or up by 45% in the past 5 years. There has been an increase in value for all species groups, however, landings of pelagic species had the largest impact on net increases to total value landed by UK vessels.

The total value of landings of pelagic species by UK vessels has shown a net increase of £270 million, or up by 82% since 2021. This increase primarily occurred between 2022 and 2025, with the value of landings of pelagic species increasing by £265 million, or up by 79% over the 4-year period.

The net increase over this 4-year period between 2022 and 2025 is driven by two factors.

Between 2022 and 2024, the total value of pelagic species landings increased by £123 million, or up by 37% over this period. This relates to a higher volume landed for pelagic species due to increased quotas following the UK exit from the EU in this period.

Between 2024 and 2025, the total value of pelagic species landings increased by £142 million, or up by 31%. This is due to increased prices for key pelagic species such as Mackerel especially in the second half of 2025 which caused an increase in the total value of pelagic landings despite the decrease in the overall quantity of landings in the same period.

The total value of landings of demersal species by UK vessels has shown a net increase of £87 million, or up by 31% since 2021. This net increase in value landed primarily occurred between 2021 and 2022 where value landed increased by £57 million, or 65% of the net increase between 2021 and 2025.

The total value of landings of shellfish species by UK vessels has shown a net increase of £65 million, or up by 20% since 2021. Similarly to landings of demersal species, this net increase in value landed primarily occurred between 2021 and 2022 where value landed increased by £47 million, or 72% of the net increase between 2021 and 2025.

Demersal species

Landings of demersal species, particularly Cod and Haddock, have fallen considerably since 1996. This follows the long-term declining trend reported since 1938[14]. In 2025, landings of demersal fish in the UK were around 16% of the total quantity landed into the UK 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 international regulations have further limited demersal fishing activity through vessel decommissioning, quota reductions, fishing effort limits, and other measures introduced under stock management plans.

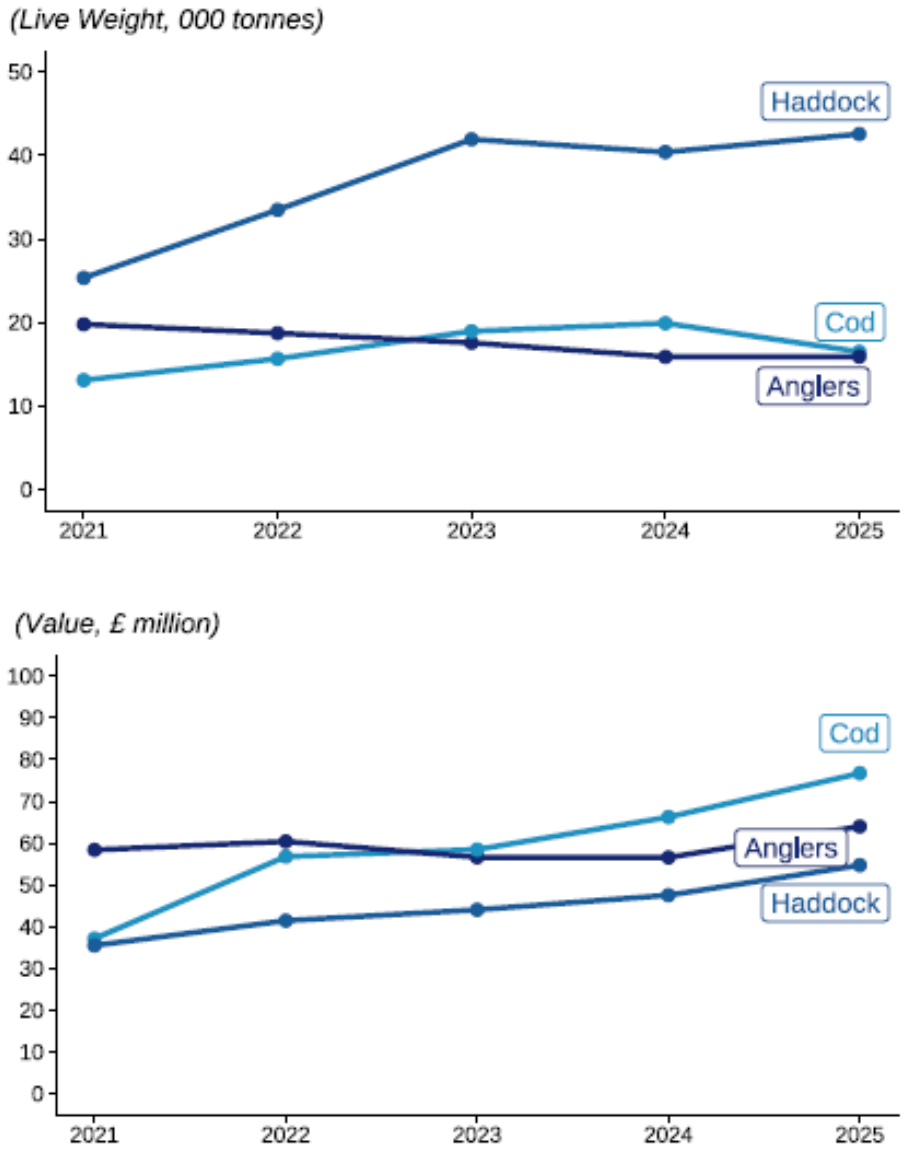
Three key demersal species for the UK fleet are Haddock, Cod and Anglers (also known as Monks). Together, these three species accounted for 55% of the total volume of landings of demersal species in 2025, and 53% of the total value.

In 2025, UK vessels landed 75 thousand tonnes of these three key demersal species. This is a decrease of 1 thousand tonnes, or down by 2%, compared to 2024.

The total value of the three key demersal species landed by UK vessels was £195 million in 2025. This is an increase of £25 million, or up by 15%, compared to 2024.

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

Figure 2.4: Quantity and value of landings between 2021 and 2025 by UK vessels of key demersal species: Cod, Haddock, and Monks or Anglers

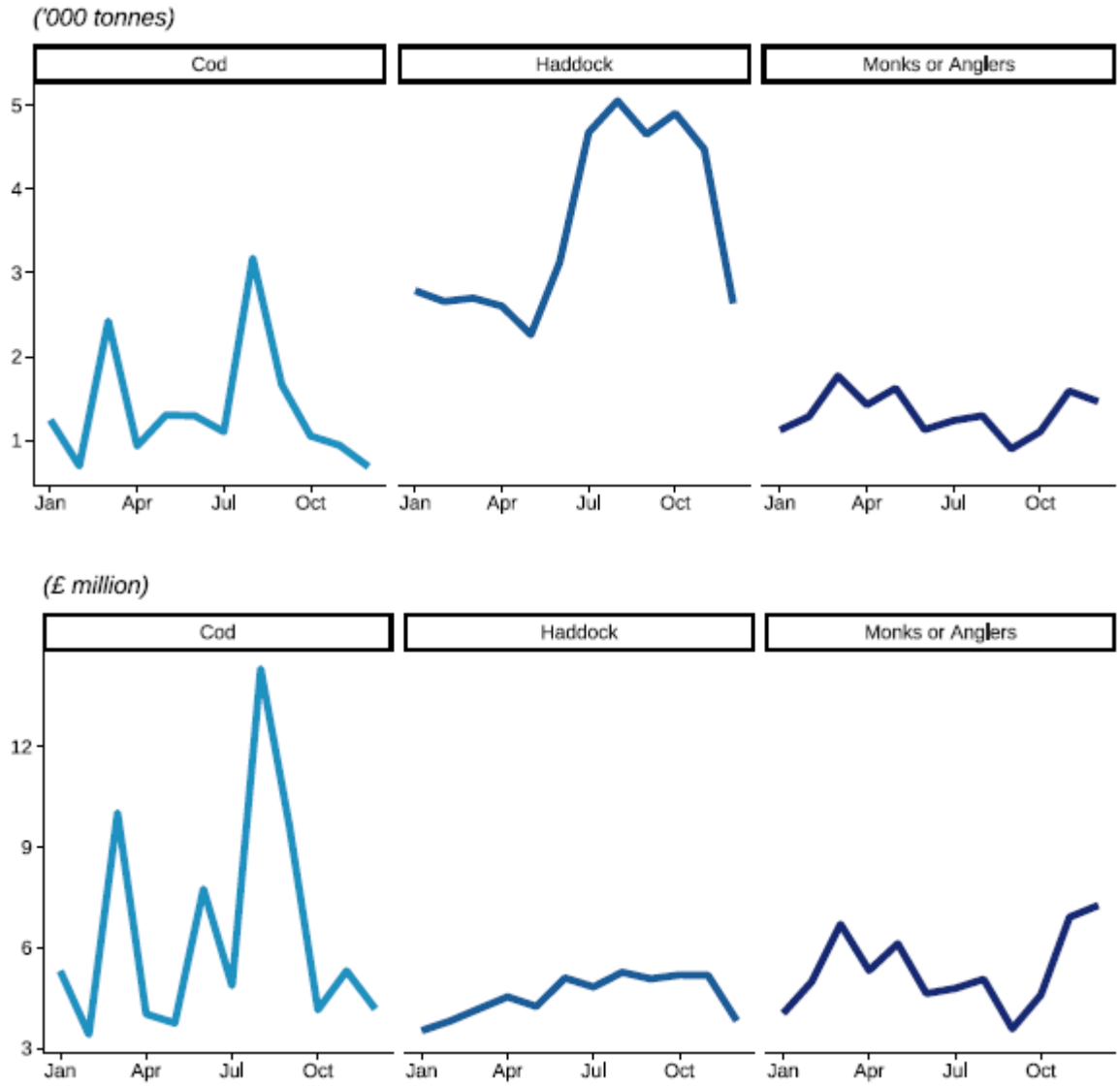


In 2025, UK vessels landed 43 thousand tonnes of Haddock. This is an increase of two thousand tonnes, or up by 5% compared to 2024. The total value of Haddock landed by UK vessels was £55 million in 2025. This is an increase of £7 million, or up by 15% compared to 2024.

In 2025, UK vessels landed 16 thousand tonnes of Cod. This is a decrease of three thousand tonnes, or down by 17% compared to 2024. The total value of Cod landed by UK vessels was £77 million in 2025. This is an increase of £10 million, or up by 16% compared to 2024.

In 2025, UK vessels landed 16 thousand tonnes of Anglers. There was little difference in the total quantity landed (<1%) compared to 2024. The total value of Anglers landed by UK vessels was £64 million in 2025. This is an increase of £7 million, or up by 13% compared to 2024.

Figure 2.5: Quantity and value of landings in 2025 by UK vessels of key demersal species; Cod, Haddock, and Monks or Anglers.



Landings of Cod tend to fluctuate more than those of Haddock and Monks or Anglers 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. Landings are recorded at the time a vessel lands back in port, which explains the periodic spikes in landed quantities for Cod.

Among demersal species, Sole, Turbot and Halibut command the highest prices for UK vessels landing into the UK, ranging between £10,147 and £17,690 per tonne in 2025[15]. In comparison, prices for the key demersal species of Haddock, Cod and Monks or Anglers ranged from £1,242 to £4,490 in 2025.

[15] Table 2.16

These elevated prices, particularly for sole, are likely due to reduced supply following the introduction of the Sole Recovery Zone[16].

In 2025, the largest quantities and total value of demersal landings by the UK fleet were from the north-east of Scotland and the western English Channel. The demersal species with the highest average price per tonne were landed from waters along the west coast of Scotland.

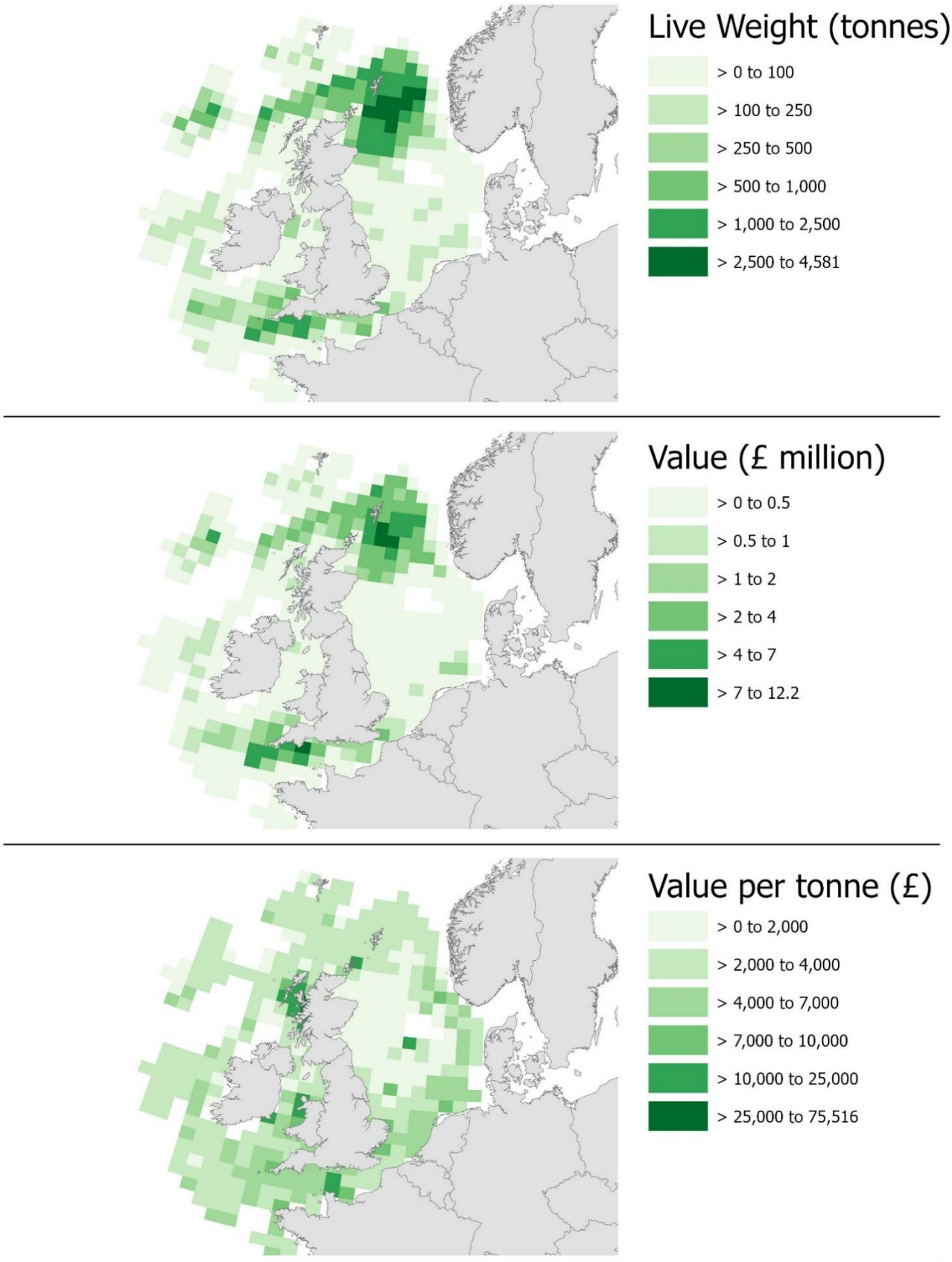
ICES rectangle

The International Council for the Exploration of the Seas (ICES) rectangles are a standardised 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.

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

Figure 2.6: Quantity and value of landings of demersal species by the UK fleet in 2025 by ICES rectangle.[17]



Pelagic species

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 had increased between 2021 and 2024 due to quota transfers and access arrangements negotiated by the UK as an independent coastal state. This led to an increase in uptake in those years.

However, quota for Mackerel and Herring stocks were reduced in 2025, following scientific advice.

Although many 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 2025 were 30% lower, whereas demersal landings were down by 84%.

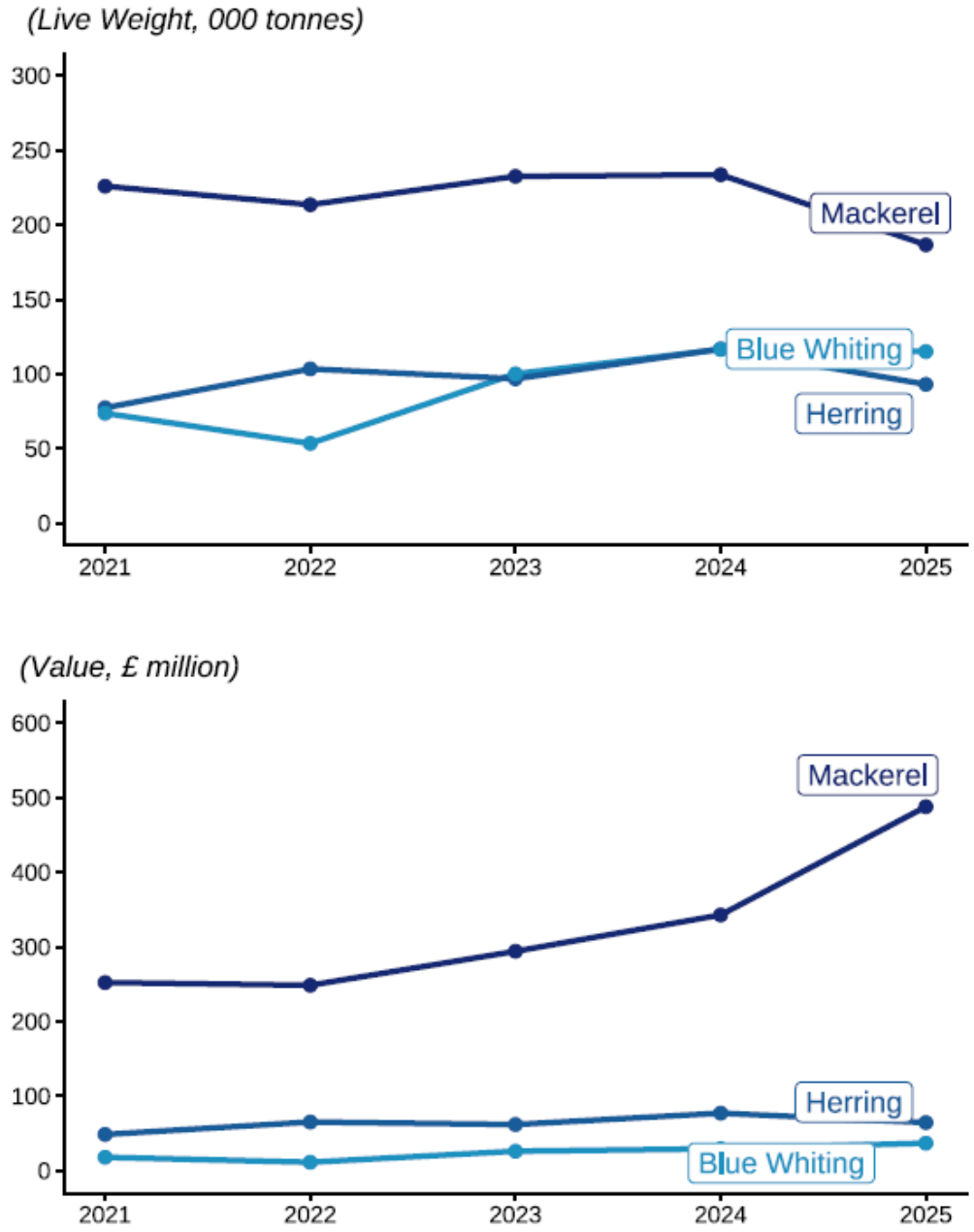
Three key pelagic species for the UK fleet are Mackerel, Blue Whiting and Herring. Together, these three pelagic species accounted for 97% of the total landings of pelagic species in 2025, and 99% of the total value.

In 2025, UK vessels landed 395 thousand tonnes of these three species. This is a decrease of 72 thousand tonnes, or down by 15%, compared to 2024.

The total value of the three key pelagic species landed by UK vessels was £590 million in 2025. This is an increase of £140 million, or up by 31%, compared to 2024.

[17] The very high value per tonne records included here are landings of wrasse species, commonly referred to as “cleaner fish”. These are sold for their use in fish farms.

Figure 2.7: Quantity and value of landings between 2021 and 2025 by UK vessels of key pelagic species; Mackerel, Blue Whiting and Herring.



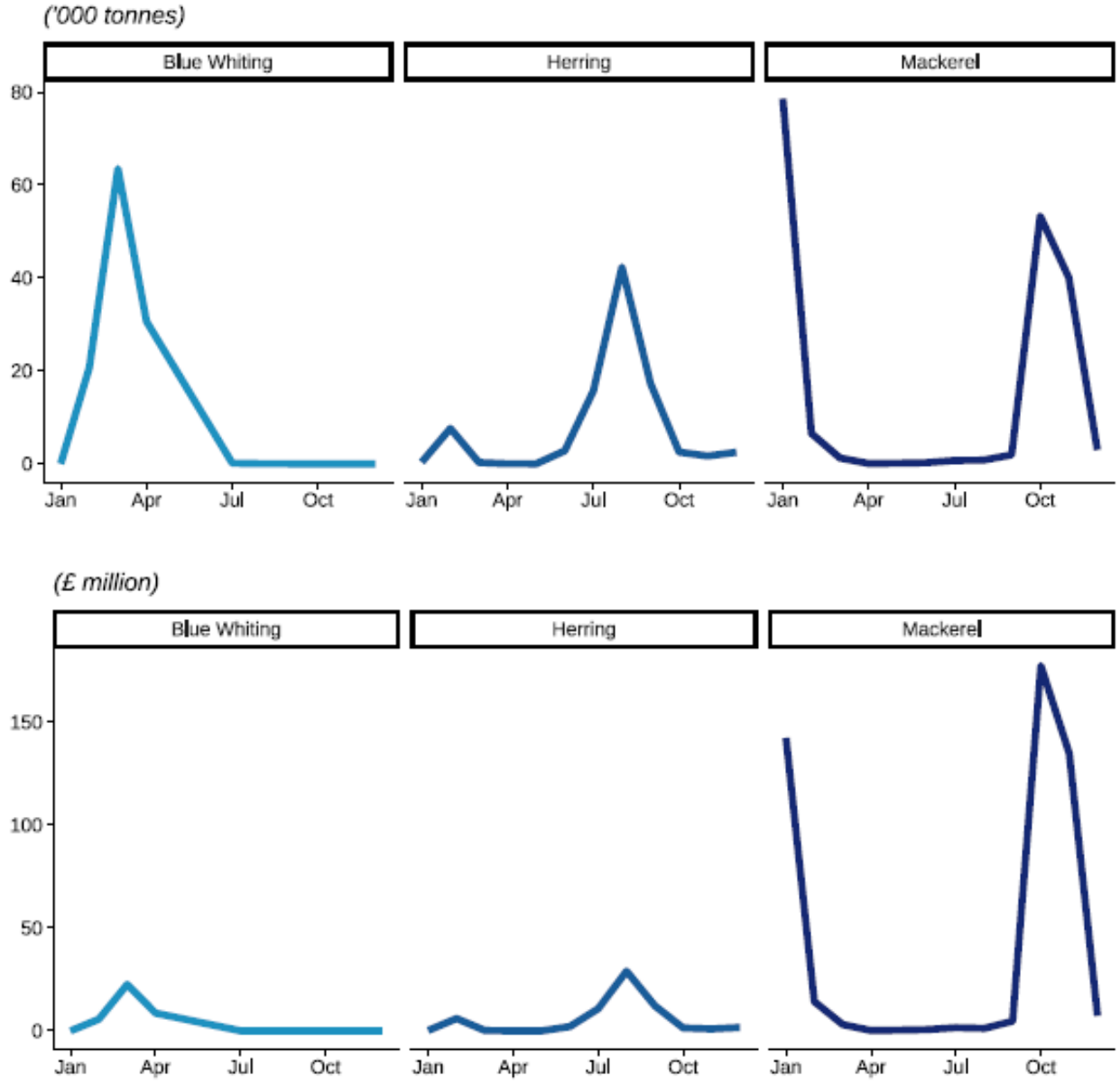
In 2025, UK vessels landed 187 thousand tonnes of Mackerel. This is a decrease of 47 thousand tonnes, or down by 20%, compared to 2024. The total value of Mackerel landed by UK vessels was £488 million in 2025. This is an increase of £145 million, or up by 42%, compared to 2024.

The decrease in mackerel landings in 2025 was driven by a reduction in the available quota. Following the publication of scientific advice in September 2025, indicating a further reduction in the 2026 quota, mackerel prices increased substantially, resulting in a higher total value of landings despite the lower quantity landed.

In 2025, UK vessels landed 115 thousand tonnes of Blue Whiting. This is a decrease of one thousand tonnes, or down by 1%, compared to 2024. The total value of Blue Whiting landed by UK vessels was £37 million in 2025. This is an increase of £7 million, or up by 25%, compared to 2024.

In 2025, UK vessels landed 93 thousand tonnes of Herring. This is a decrease of 24 thousand tonnes, or down by 20%, compared to 2024. The total value of Herring landed by UK vessels was £65 million in 2025. This is a decrease of £13 million, or down by 16%, compared to 2024.

Figure 2.8: Quantity and value of landings in 2025 by UK vessels of key pelagic species fish; Mackerel, Blue Whiting and Herring.



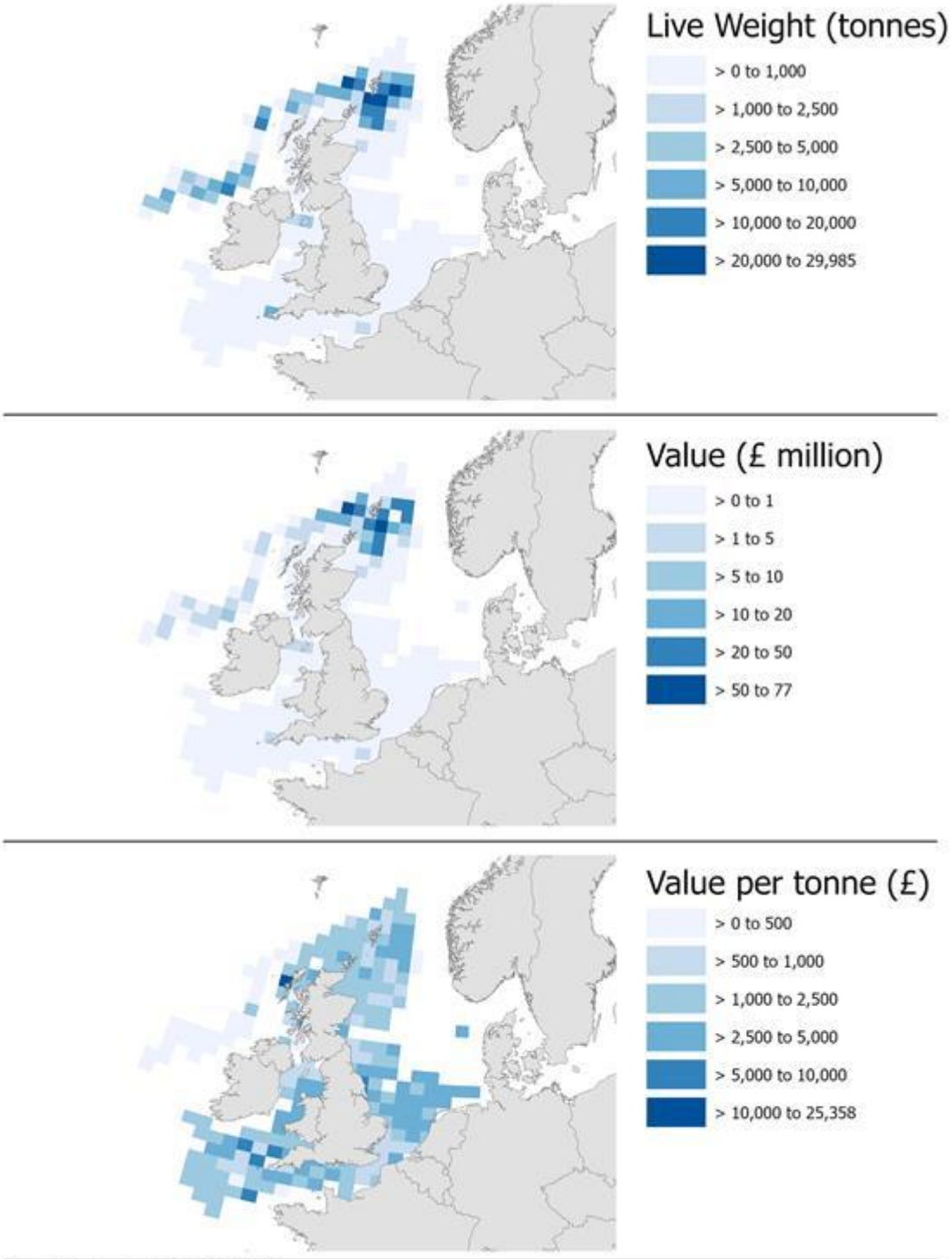
Pelagic landings follow distinct seasonal patterns. Mackerel is primarily targeted during the winter months by larger vessels, resulting in high volumes of landings in January, February, October and November each year. By December, quotas are nearly exhausted, so landings are consistently lower.

In 2025, around 97% (102 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 77% (44 thousand tonnes) of Herring landed into the UK by the UK fleet in 2025. Landings in June and July were mainly from the North Sea, with additional landings from the Irish Sea during August and September.

The following maps show all pelagic species landings by the UK fleet in 2025, 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 2.9: Quantity and value of landings of pelagic species by the UK fleet in 2025 by ICES rectangle.



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Shellfish species

Unlike pelagic and demersal species, most shellfish species are counted as non-quota species (NQS). The exception is Nephrops, which is subject to quota limits.

The uptake of other shellfish species, such as King Scallops and Lobsters, is managed at a national or regional level through technical restrictions and effort limits, in essence controlling the fishing pressure on these species rather than the uptake directly.

In contrast to landings of pelagic and demersal species, landings of shellfish have shown a net increase of 293% (94 thousand tonnes) between 1938 and 2025.

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.

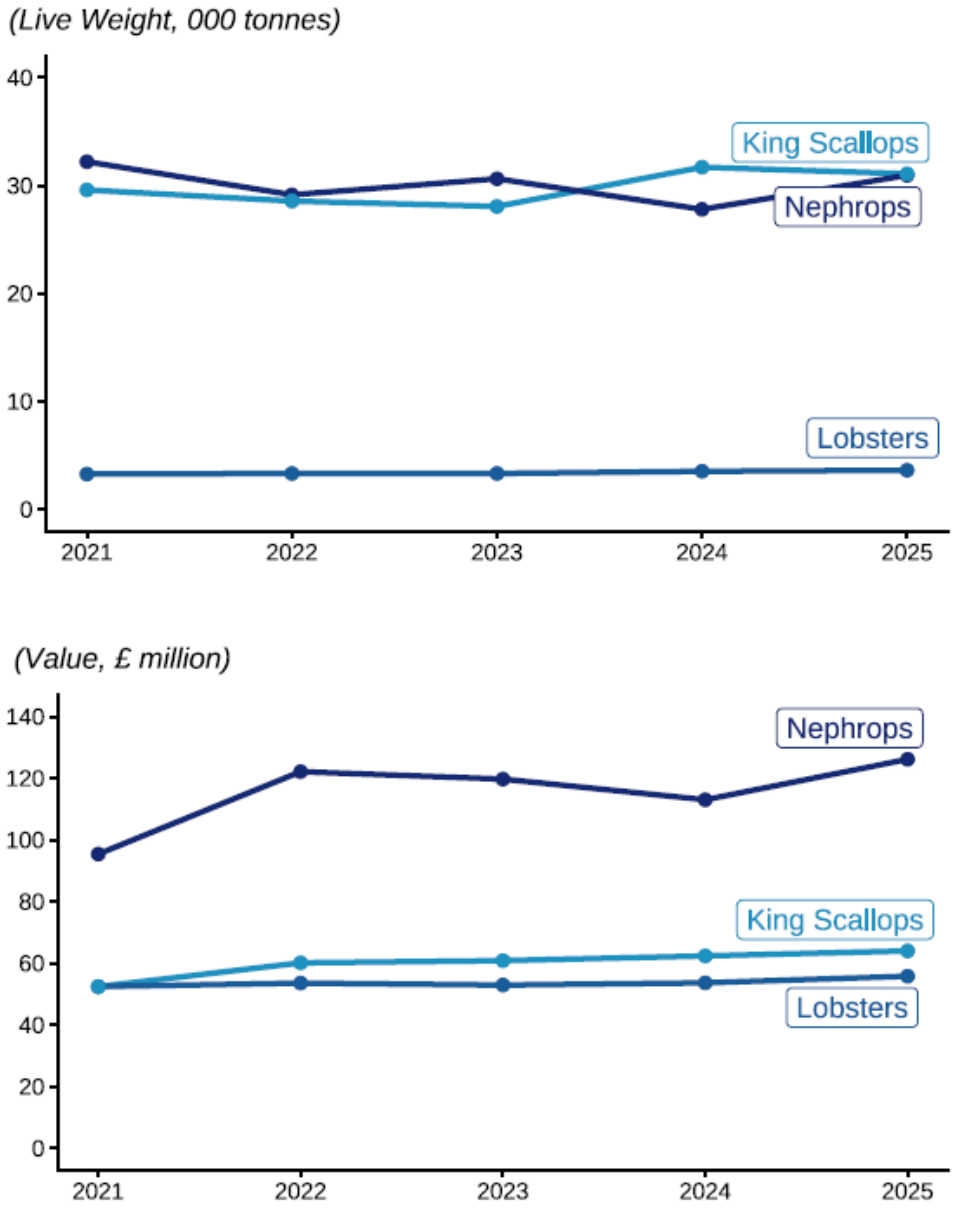
Since 2021, landings of shellfish species have remained relatively stable, with some fluctuations in Nephrops landings driven by changes to available quota.

Three key shellfish species for the UK fleet are King Scallops, Nephrops and Lobsters. Together, these three species accounted for 50% of the total volume of landings of shellfish species, and 62% of the total value.

In 2025, UK vessels landed 67 thousand tonnes of these three key shellfish species. This is a net increase of three thousand tonnes, or up by 4%, compared to 2024.

The total value landed by UK vessels of these three key shellfish species was £246 million in 2025. This is an increase of £17 million, or up by 7%, compared to 2024.

Figure 2.10: Quantity and value of landings between 2021 and 2025 by UK vessels of key shellfish species; Lobsters, Nephrops, and King Scallops.

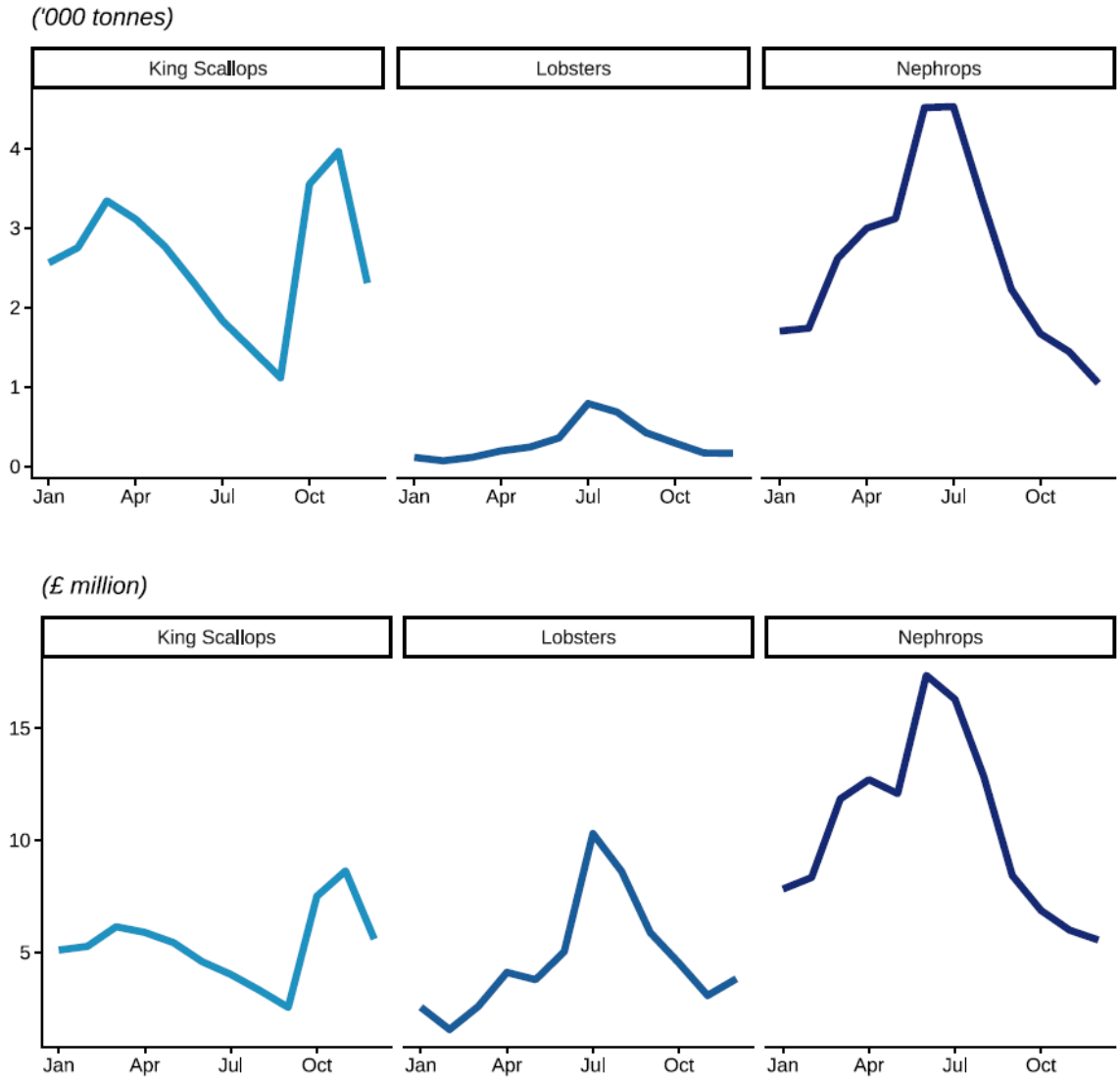


In 2025, UK vessels landed 31 thousand tonnes of Nephrops. This is an increase of three thousand tonnes, or up by 11%, compared to 2024. The total value of Nephrops landed by UK vessels was £126 million in 2025. This is an increase of £13 million, or up by 12%, compared to 2024.

In 2025, UK vessels landed 31 thousand tonnes of King Scallops. This is a slight decrease of 600 tonnes, or down by 2%, compared to 2024. The total value of King Scallops landed by UK vessels was £64 million in 2025. This is an increase of £2 million, or up by 3%, compared to 2024.

In 2025, UK vessels landed four thousand tonnes of Lobsters. This is a slight increase of 100 tonnes, or up by 3%, compared to 2024. The total value of Lobsters landed by UK vessels was £56 million in 2025. This is an increase of £2 million, or up by 4%, compared to 2024.

Figure 2.11: Quantity and value of landings in 2025 by UK vessels of key shellfish species; Lobsters, Nephrops, and King Scallops.

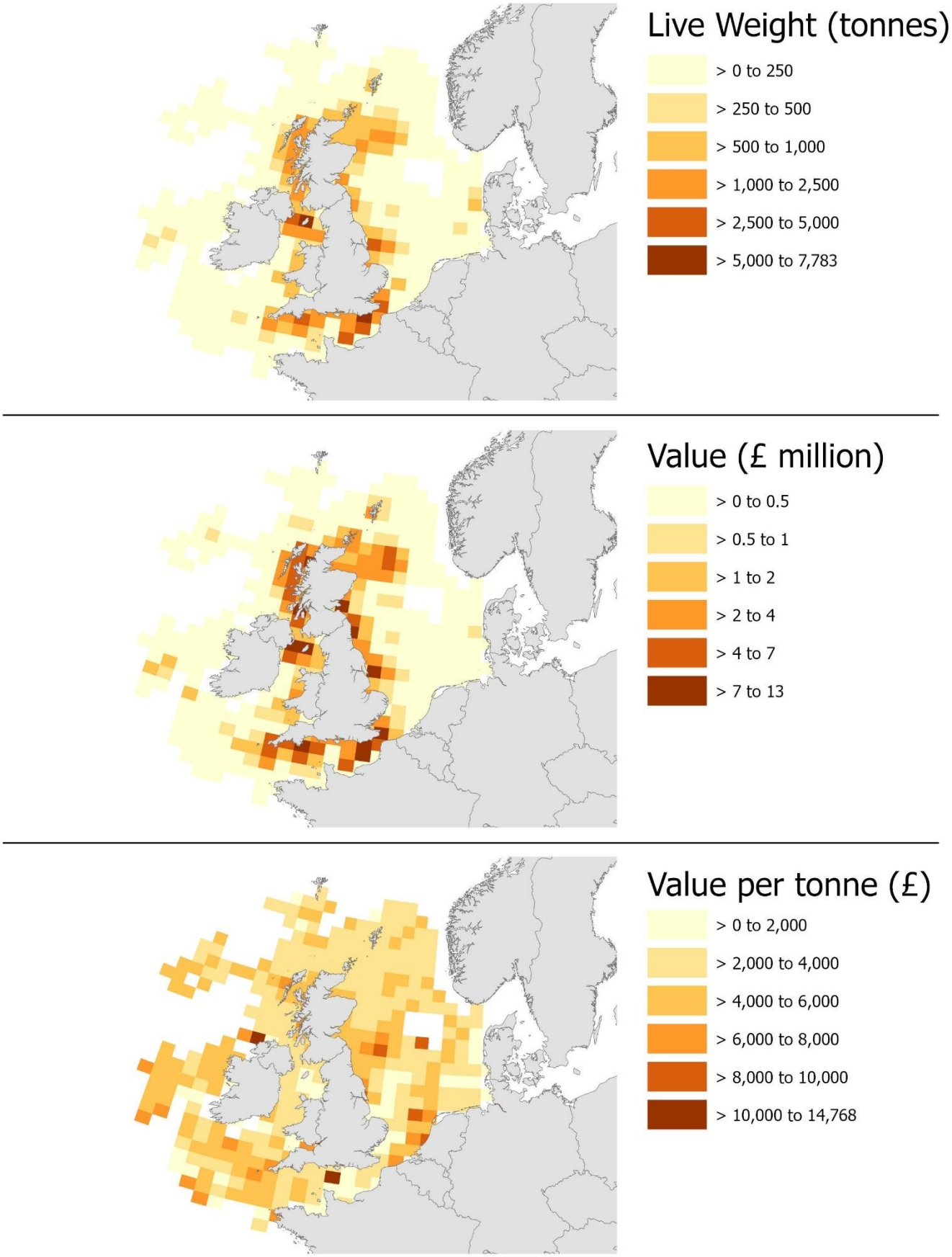


Nephrops and Lobster landings fluctuate throughout the year but peak during the summer months. King Scallop landings reach their highest levels toward the end of the year, just before the Christmas period.

Where Lobster and King Scallop fisheries are managed by effort regimes throughout the year, uptake can fluctuate dependent how many days at sea vessels have remaining to fish for these stocks under their respective effort limits.

The following maps show all shellfish landings by the UK fleet in 2025, 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 2.12: Landings of shellfish species by the UK fleet in 2025 by ICES rectangle.



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

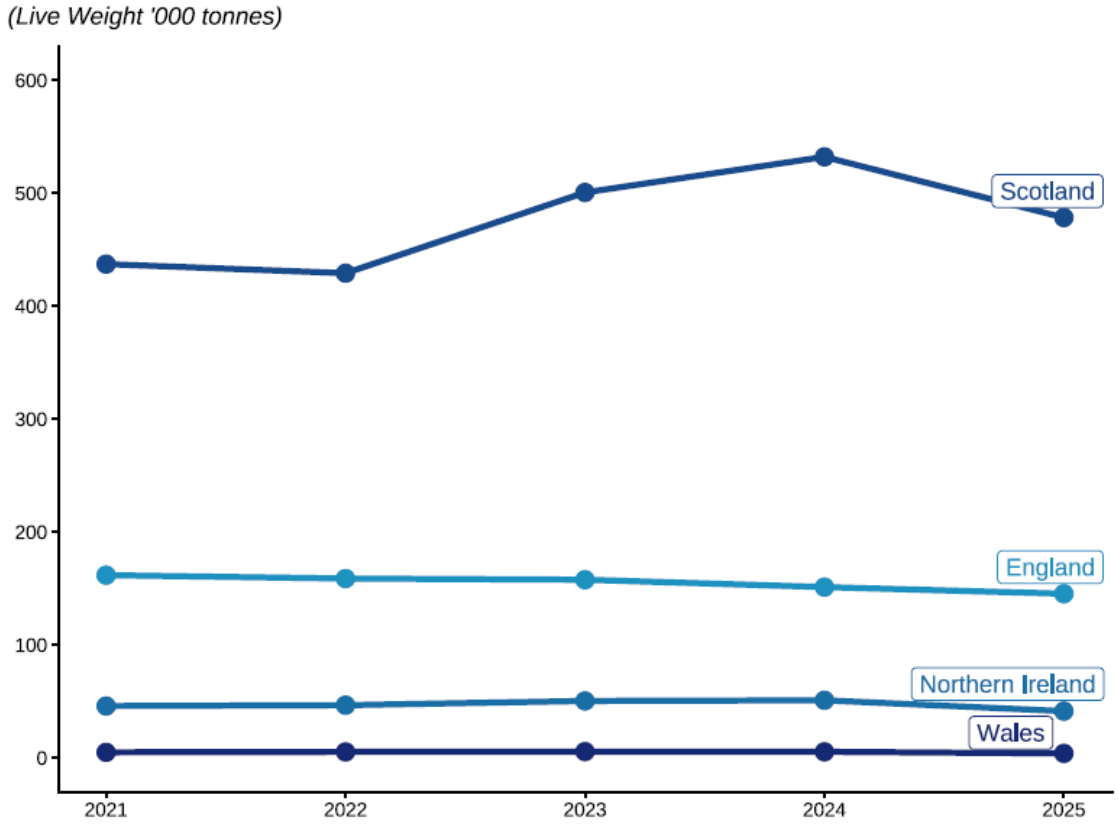
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Vessel nationality

Vessel nationality is determined by where the vessel is registered and administered, rather than where the vessel was built or is based. For example, vessels that are administered by a Scottish port but are based in, and land into, English ports are classified as Scottish vessels.

Vessels administered in each of the four UK nations land varying amounts of sea fish. This is dependent on the number of vessels registered with each administration and the composition of these fleets.

Figure 2.13: Quantity of landings by the UK fleet between 2021 and 2025 by fisheries administration.



Among the four UK nations, Scottish administered vessels landed substantially more quantity and value of fish in 2025, compared to the other UK nations.

The quantity landed by Scottish vessels had been increasing between 2022 and 2024, increasing by 103 thousand tonnes, or up by 24% between these years.

In 2025, the quantity landed by Scottish vessels was 479 thousand tonnes. This is a decrease of 54 thousand tonnes, or down by 10% compared to 2024. This was driven by the reduction in quota of pelagic species, which are a key economic species group for Scottish fisheries. The value however increased by £154 million up by 21% when compared to 2024 due to higher prices for pelagic species.

Overall, the quantity of landings for the other UK nations have remained relatively stable over time.

Vessel length

Vessel length is defined as the straight-line distance from the tip of the foremost part of the bow to the farthest point at the stern for the fishing vessel.

Vessels are grouped into length groups for fisheries management purposes. The most common grouping is into 10 metres (m) and under and over 10m. Over 10m vessels typically land substantially more sea fish each year due to a combination of a higher capacity and access to increased fishing opportunities through membership to Fish Producer Organisations (FPO)

In 2025, over 10m UK vessels landed a total of 643 thousand tonnes of sea fish. This is a decrease of 70 thousand tonnes, or down by 10%, compared to 2024. Proportionally this represents 95% of the total landings by the UK fleet in 2025.

The total value landed by over 10m UK vessels was £1.2 billion in 2025. This was an increase of £201 million, or up by 20%, compared to 2024. UK over 10m vessels accounted for 90% of the total value landed by the UK fleet in 2025.

Table 2.14: Quantity of landings by UK vessels by vessel length group.

Vessel Length	2024	2025	Percentage change
Quantity ('000 tonnes)			
10 metres and under	32.5	31.9	-1.8%
Over 10 metres	712.6	642.8	-9.8%
Value (£ million)			
10 metres and under	126.8	131.5	3.7%
Over 10 metres	1,031.8	1,233.7	19.5%

The over 10m fleet segment can be split even further providing greater insight into the fishing behaviour of the largest vessels in the UK fleet.

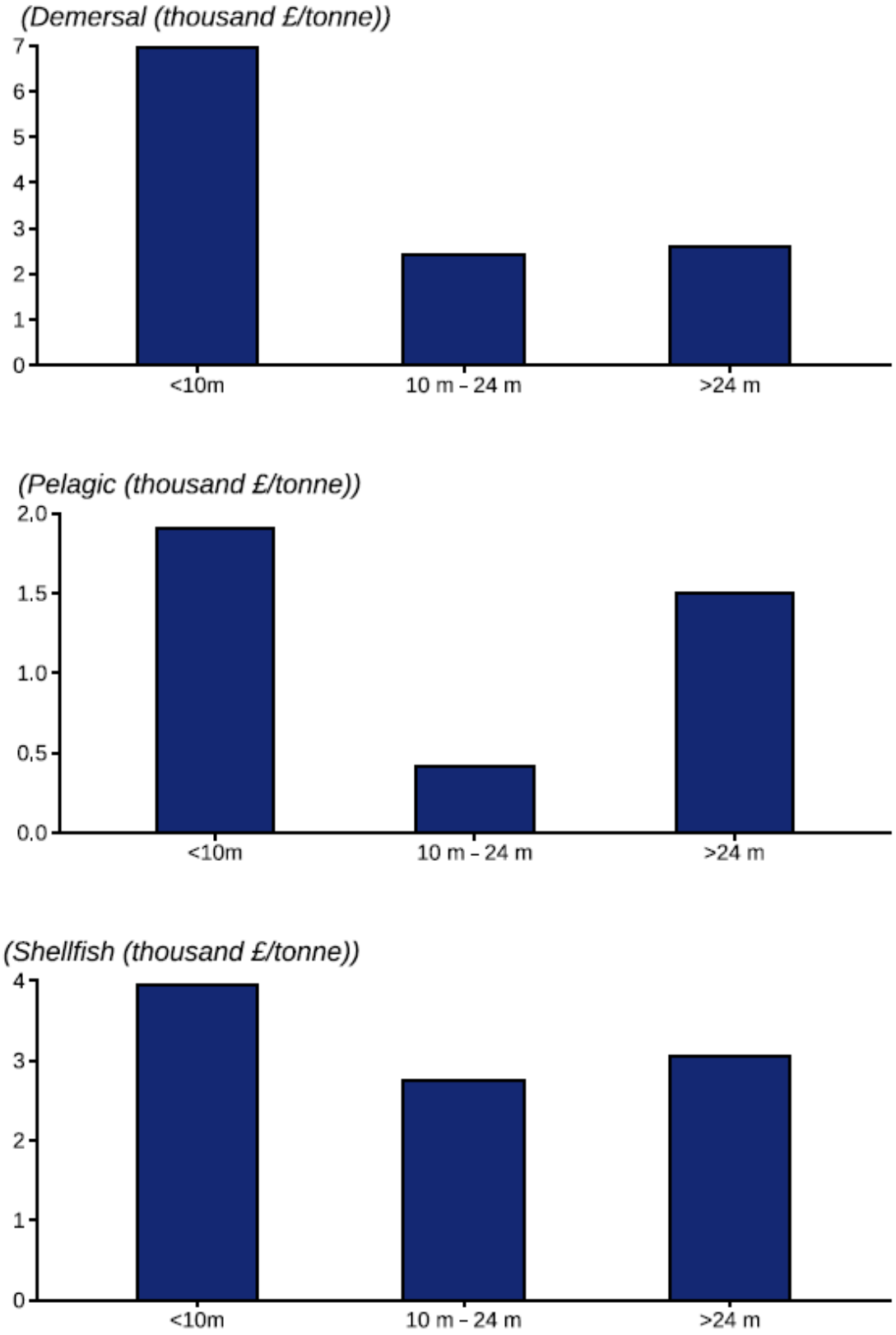
In 2025 UK vessels over 24 metres landed 77% (519 thousand tonnes) of the total UK fleet landings. These vessels represented just 4% (202 vessels) of the UK fleet by number. The large volume of landings by these vessels is due to their high fishing capacity and power allowing the vessel to capitalise on increased fishing opportunities.

Landings of pelagic species by vessels over 24 metres in length accounted for 97% (395 thousand tonnes) of the annual total pelagic landings for the whole UK fleet.

Vessels over 24 metres also accounted for 75% (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 20% (26 thousand tonnes) of total shellfish landings by the UK fleet. In comparison, vessels over 24 metres contributed 17% (22 thousand tonnes) of shellfish landed by the UK fleet.

Figure 2.15: Average price landings by the UK fleet in 2025 by fishing vessel length and species group.



Vessels under 10 metres achieve a significantly higher price per tonne for their landings, averaging £4,128 compared to £1,782 for vessels over 24 metres. This difference is due to landings by larger vessels

typically being frozen on board and sold in bulk, which contributes to a lower price per tonne for larger vessels. This difference is best illustrated in the difference in average price for demersal species landings.

Industry group[18]

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.

Vessels that are a member of an FPO have access to a wider range of fishing opportunities for quota species.

Sector vessels

Sector vessels are those that belong to a recognised FPO and have their quota managed by the FPO.

These vessels are mostly over 10 metres in length. However, there are a small number of vessels 10 metres and under in length (10m and under).

Non-Sector vessels

Non-Sector vessels operate independently and are not a member of an FPO. Quota for these vessels is managed directly by the relevant UK government fishing authority.

Most of the non-sector is made up of vessels 10m and under in length. Some over 10 metres vessels are also part of the non-sector. The number of vessels can fluctuate both within and between years.

In 2025, UK vessels within an FPO landed a total of 607 thousand tonnes. This is a decrease of 72 thousand tonnes, or down by 11%, compared to 2024.

The total value landed by UK vessels within an FPO was £1.1 billion in 2025. This was an increase of £200 million, or up by 21%, compared to 2024.

The largest FPO in terms of membership in 2025[19], the Scottish FPO, accounted for 21% (142 thousand tonnes) of fish landed by the UK fleet. The Scottish FPO also accounted for 20% (£279 million) of the total value landed by the UK fleet.

In 2025, 37% of over 10m vessels were part of the non-sector. These vessels generally have limited access to fishing quota[20]. They target shellfish species, which are mostly non-quota species.

In 2025, over 10m UK non-sector vessels landed a total of 37 thousand tonnes of sea fish. This was an increase of two thousand tonnes, or up by 5%, compared to 2024. This was made up of 27% (36 thousand tonnes) of all shellfish, 1% (1 thousand tonnes) of all demersal and less than 1% (43 tonnes) of all pelagic species landed by UK vessels. This is the same as in 2024.

[18] Table 2.9
[19] Table 1.5
[20] Fishing quota allocations for England and the UK - GOV.UK (www.gov.uk)

Vessels 10 metres and under in length made up 79% of the UK fleet in 2025. Landings by non-sector vessels 10m and under landed a total of 31 thousand tonnes in 2025. This was a decrease of one thousand tonnes, or down by 2%, compared to 2024.

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 2025, UK vessels using mobile gear landed 612 thousand tonnes of fish. This represented 91% of all fish landed by UK vessels in 2025. In comparison, UK vessels using passive gear landed 62 thousand tonnes in 2025.

In 2025, 99% (401 thousand tonnes) of pelagic species and 92% (126 thousand tonnes) of demersal species were caught by UK vessels using mobile gears[21]. For shellfish, 64% (84 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 average price[22].

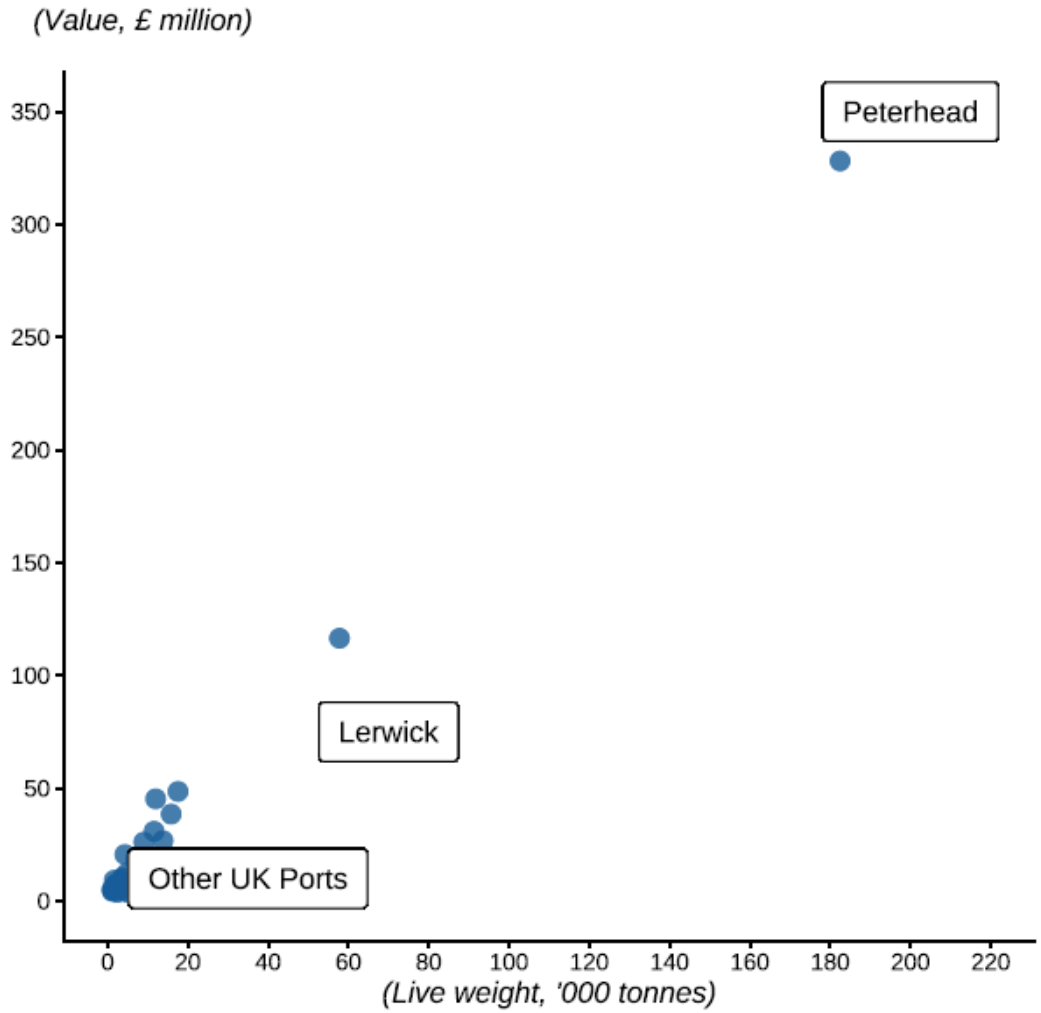
[21] Table 2.11
[22] Table 2.16

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 UK port

Another way to assess fishing activity is by analysing landings into UK ports. Both the quantity and value of landings into UK ports varies substantially dependent on the port and the species group primarily landed there.

Figure 2.16: Quantity and total value of landings in 2025 into UK ports

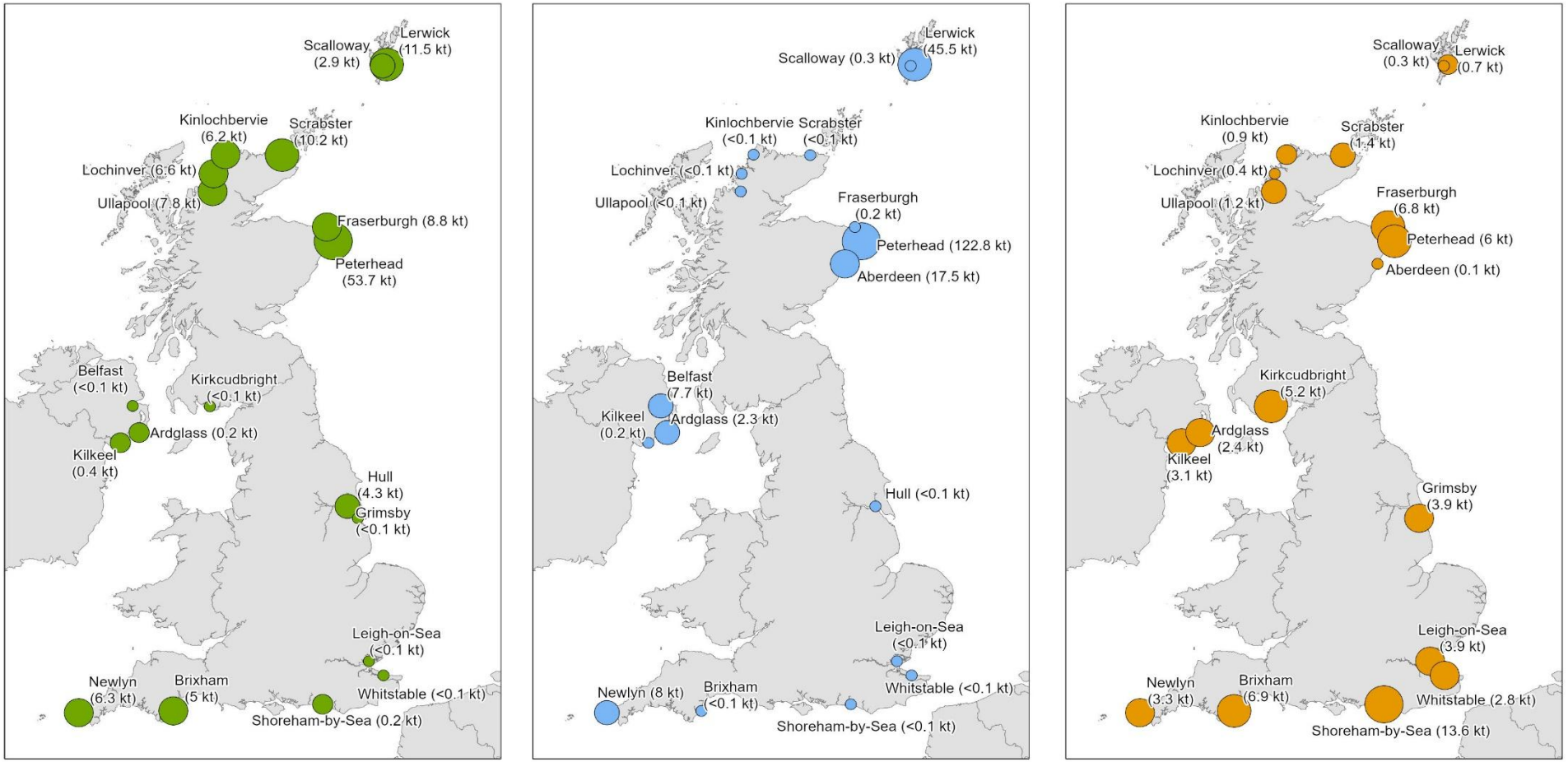


Peterhead consistently has substantially more landings in terms of quantity and value landed compared to the rest of the UK. The port with the second largest quantity and value of landed each year was Lerwick. Both are major ports for landings of pelagic species.

In 2025, the quantity of landings into Peterhead and Lerwick totalled 240 thousand tonnes. This is a decrease of 42 thousand tonnes, or down by 15%, compared to 2024. This decrease is likely driven by the decrease in Mackerel and Herring quotas in 2025. Landings into Peterhead and Lerwick together accounted for 52% of all landings into UK ports and 70% of landings into Scotland.

By contrast, landings into Newlyn and Shoreham (the top two English ports by quantity landed) were 31 thousand tonnes in 2025. This accounted for 7% of all landings into UK ports and 35% of landings into England. The remaining landings more evenly distributed across other English ports.

Figure 2.17: Quantity of landings into the UK's top 20 ports in 2025.



* The Top 20 ports are based on data across all species groups, some ports may have no data for an individual species group.

Demersal Weight (kt)

- > 15 to 54
- > 10 to 15
- > 5 to 10
- > 0.5 to 5
- > 0.1 to 0.5
- > 0 to 0.1

Pelagic Weight (kt)

- > 50 to 123
- > 20 to 50
- > 10 to 20
- > 2 to 10
- > 0.5 to 2
- > 0 to 0.5

Shellfish Weight (kt)

- > 8 to 14
- > 5 to 8
- > 2 to 5
- > 1 to 2
- > 0.5 to 1
- > 0 to 0.5

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

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Figure 2.18: Value of landings into the UK's top 20 ports in 2025.



* The Top 20 ports are based on data across all species groups, some ports may have no data for an individual species group.

Demersal Value (£ million)

> 50 to 93	> 5 to 10
> 20 to 50	> 1 to 5
> 10 to 20	> 0 to 1

Pelagic Value (£ million)

> 50 to 212	> 0.25 to 1
> 5 to 50	> 0.1 to 0.25
> 1 to 5	> 0 to 0.1

Shellfish Value (£ million)

> 15 to 26	> 4 to 6
> 10 to 15	> 2 to 4
> 6 to 10	> 0 to 2

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

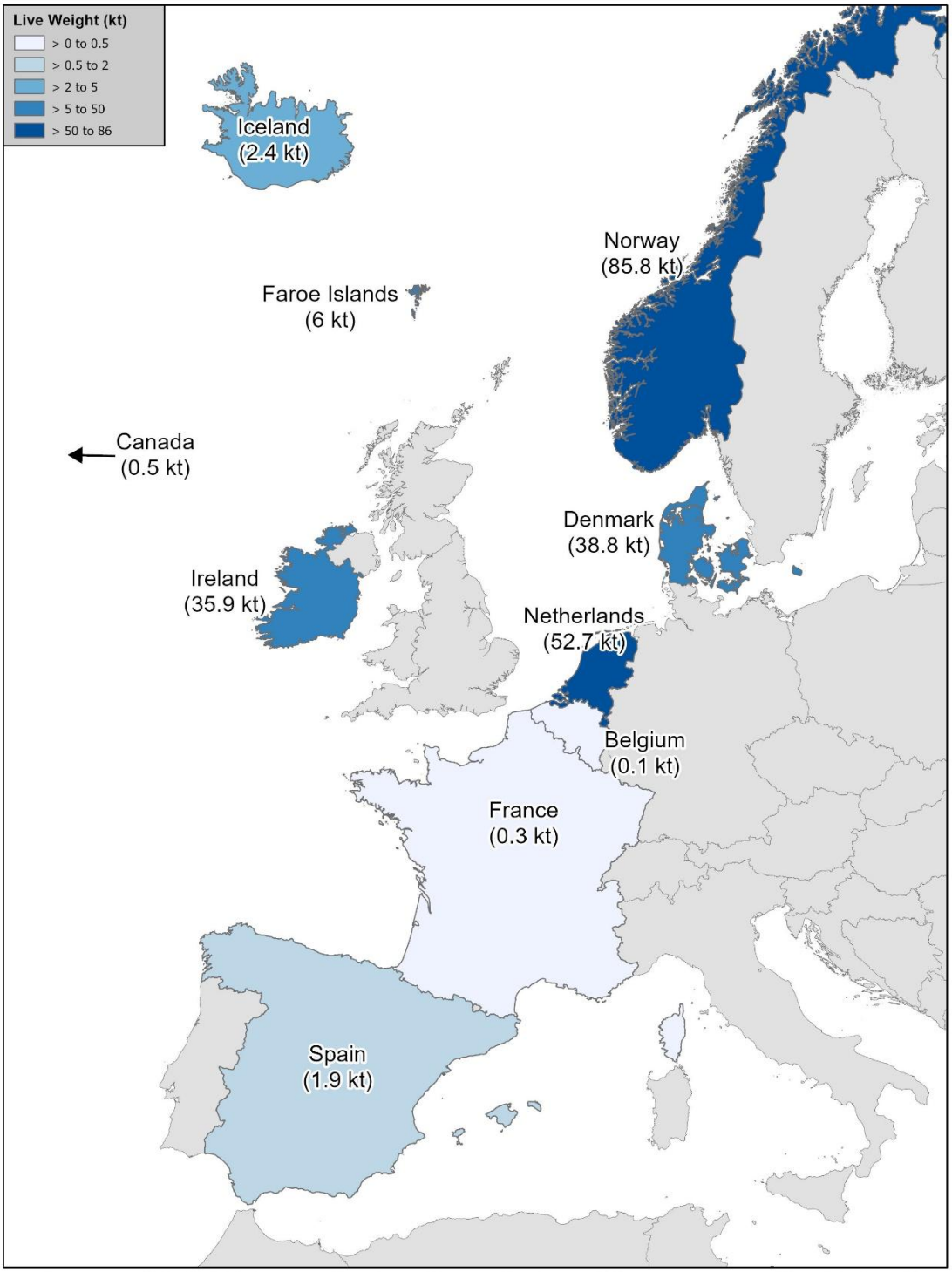
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Landings abroad by the UK fleet

In 2025, UK vessels landed 224 thousand tonnes of sea fish abroad. This is a decrease of 45 thousand tonnes, or down by 17%, compared to 2024.

The total value landed by UK vessels of sea fish abroad was £364 million in 2025. This is an increase of £65 million in value landed, or up by 22%, compared to 2024.

Figure 2.19: Quantity of landings abroad by the UK fleet in 2025.



Coordinate System: ETRS 1989 LAEA
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Landings of pelagic species account for the majority of landings abroad by the UK fleet each year.

In 2025, landings of pelagic species accounted for 90% (202 thousand tonnes) of the total landings abroad by UK vessels. Therefore, the decrease in the total quantity landed abroad by UK vessels was likely driven by the reduction in quota for pelagic species.

Landings abroad by UK vessels were mostly into four countries; Norway, The Netherlands, Denmark and Ireland.

In 2025, UK vessels landed 213 thousand tonnes into these four countries combined, or 95% of the total quantity landed by UK vessels abroad. The total value landed by UK vessels abroad into these four countries was £349 million, or 96% of the total value landed abroad by UK vessels in 2025.

Of these four countries, the most landings by UK vessels happened into Norway, which contributed 38% (86 thousand tonnes) of the total quantity of landings abroad by UK. The Netherlands was next, making up 23% (53 thousand tonnes), then Denmark with 17% (39 thousand tonnes) and finally landings into Ireland made up 16% (36 thousand tonnes) of the total landings abroad by UK vessels.

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.

This is the same for value landed. The most value landed by UK vessels was into Norway, which contributed 47% (£170 million) of the total value landed abroad by UK. The Netherlands was next, making up 28% (£102 million), then Denmark with 12% (£45 million) and finally landings into Ireland made up 9% (£32 million) of the total value landed abroad by UK vessels.

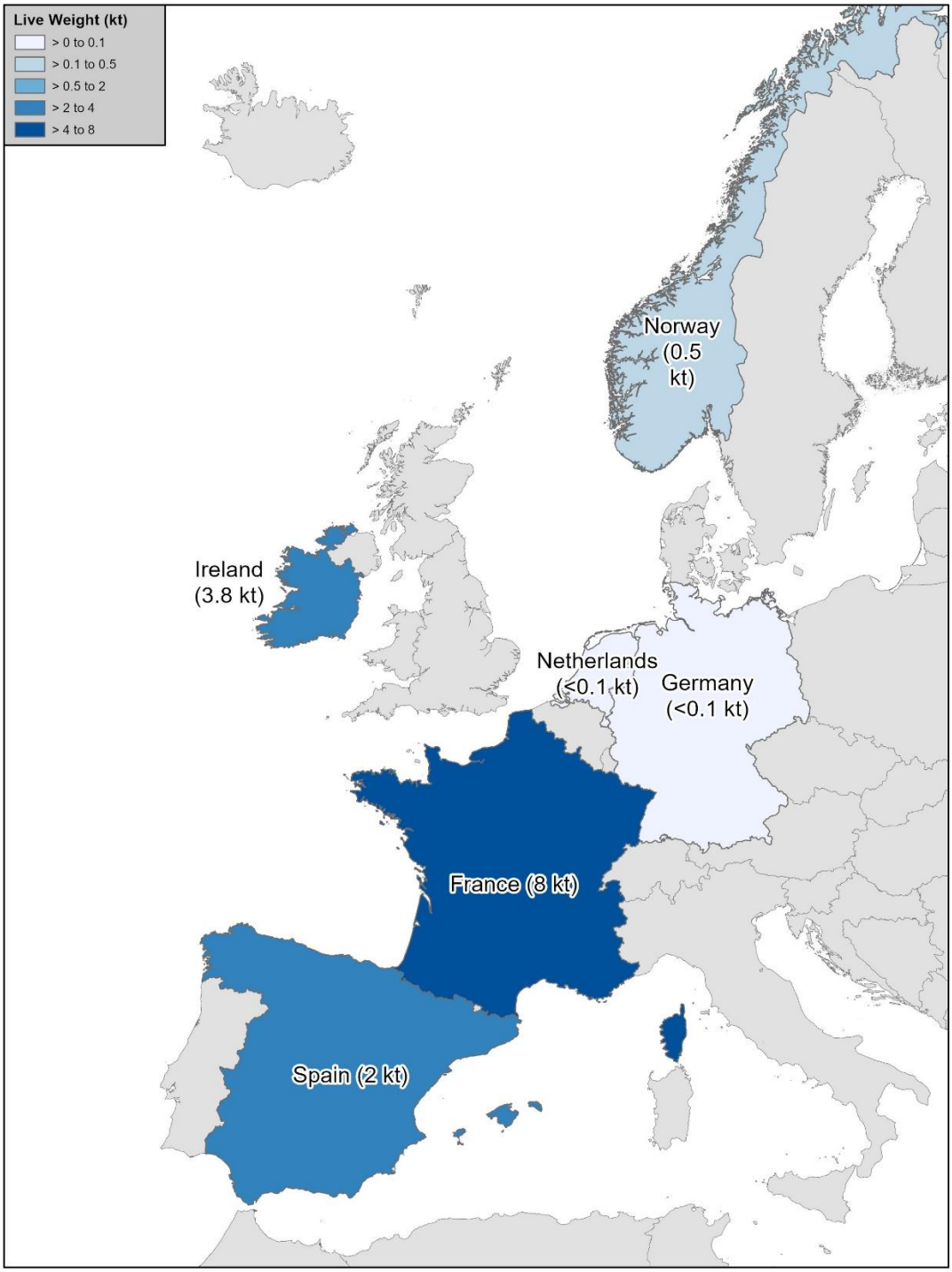
Although landings of pelagic species contributed the most of landings into these four countries, the composition of landings differ. In 2025, landings of Mackerel accounted for 61% (53 thousand tonnes) of all pelagic landings into Norway by the UK fleet. In comparison, landings of Blue Whiting accounted for 95% (29 thousand tonnes) of all pelagic landings into Ireland by the UK fleet.

Landings into UK ports by foreign vessels

In 2025, foreign vessels landed 14 thousand tonnes of sea fish into the UK. This is a decrease of 8 thousand tonnes, or down by 36%, compared to 2024.

The total value landed by foreign vessels of sea fish into the UK was £32 million in 2025. This is an increase of £1 million in value landed, or up by 4%, compared to 2024.

Figure 2.20: Quantity of landings in UK ports by foreign vessels in 2025.



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

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Landings of demersal species account for the majority of landings into the UK by foreign vessels each year.

In 2025, landings of demersal species accounted for 74% (11 thousand tonnes) of the total landings into the UK by foreign vessels.

Landings into the UK by foreign vessels were mostly by three countries; France, Ireland and Spain.

In 2025, vessels from these three countries landed 14 thousand tonnes with a total value landed of £31 million. This represented 96% of the total quantity landed and 97% of the total value landed into the UK by foreign vessels in 2025.

Of these three countries, France landed the most in terms of quantity into the UK, contributing 56% (8 thousand tonnes) of the total quantity of landings into the UK by foreign vessels. Ireland was next, making up 26% (4 thousand tonnes), and finally landings made by Spanish vessels contributed 14% (2 thousand tonnes) of the total landings into the UK by foreign vessels.

This is the same for value landed, the most value landed into the UK vessels was by French vessels, which contributed 57% (£18 million) of the total value landed into the UK by foreign vessels. Landings by Irish vessels were next, making up 23% (£7 million) and finally landings by Spanish vessels made up 16% (£5 million) of the total value landed into the UK by foreign vessels.

Area of capture

For fisheries management, the sea is divided into different regional areas. This is done through a combination of larger scale FAO areas and smaller ICES divisions.

FAO Area

An FAO Area is a large, macro-scale global marine or inland zone designated by the Food and Agriculture Organization (FAO) for high-level statistical reporting worldwide (such as FAO Major Fishing Area 27 for the Northeast Atlantic).

ICES area

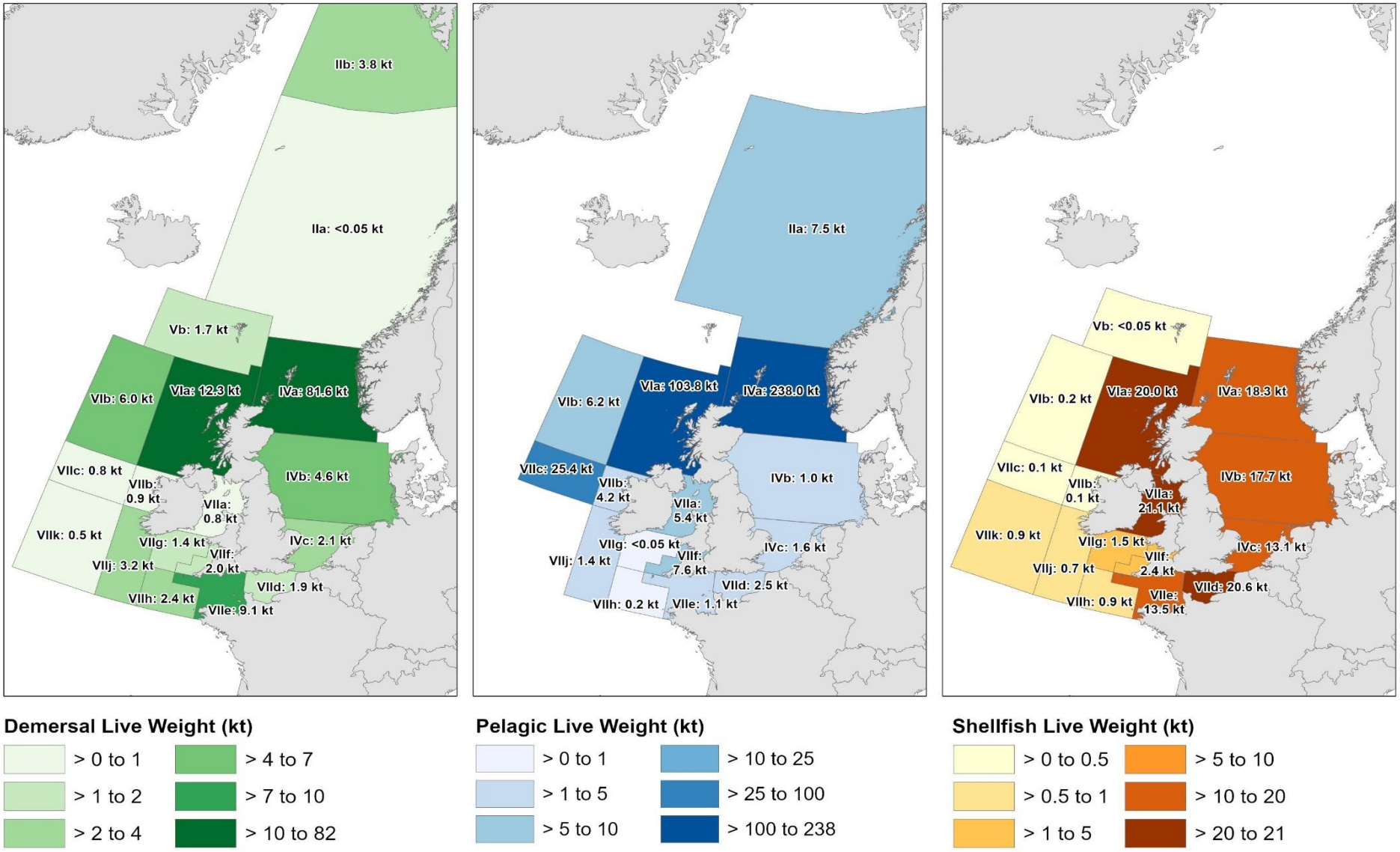
An ICES area is a much more localised regional breakdown nested within FAO area 27. These areas are managed by the International Council for the Exploration of the Sea (ICES) to track fish stocks, provide scientific advice and set localised quotas.

ICES further divides FAO area 27 into subareas, divisions, and sub-divisions. Each division provides a smaller more localised breakdown for management. Most quota stocks are managed at the ICES division level, e.g. IVc is used for the Southern North Sea.

The majority of fish landed by the UK fleet are caught in FAO area 27. This covers all of the area surrounding the UK coastline and including up to the waters around Svalbard.

In 2025, UK vessels landed 673 thousand tonnes from FAO area 27. This accounts for 99.7% of all landings by UK vessels in 2025.

Figure 2.21: Quantity of landings by the UK fleet in 2025 by ICES division and species group.



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

Not to be used for navigation. Contains MMO data. © Crown copyright and database rights 2026 OS AC0000849883, EuroGeographics and MMO 2026.
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Landings of each species group from each ICES division depends on the presence of species in these areas and the available quota linked to each stock. For example, in 2025:

- 59% (82 thousand tonnes) of the demersal fish landed by the UK fleet was from the Northern North Sea (IVa).

- 59% (238 thousand tonnes) of pelagic fish landed by the UK fleet was from the Northern North Sea (IVa).

- 26% (34 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). 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.

Figure 2.22: The UK's Exclusive Economic Zone.

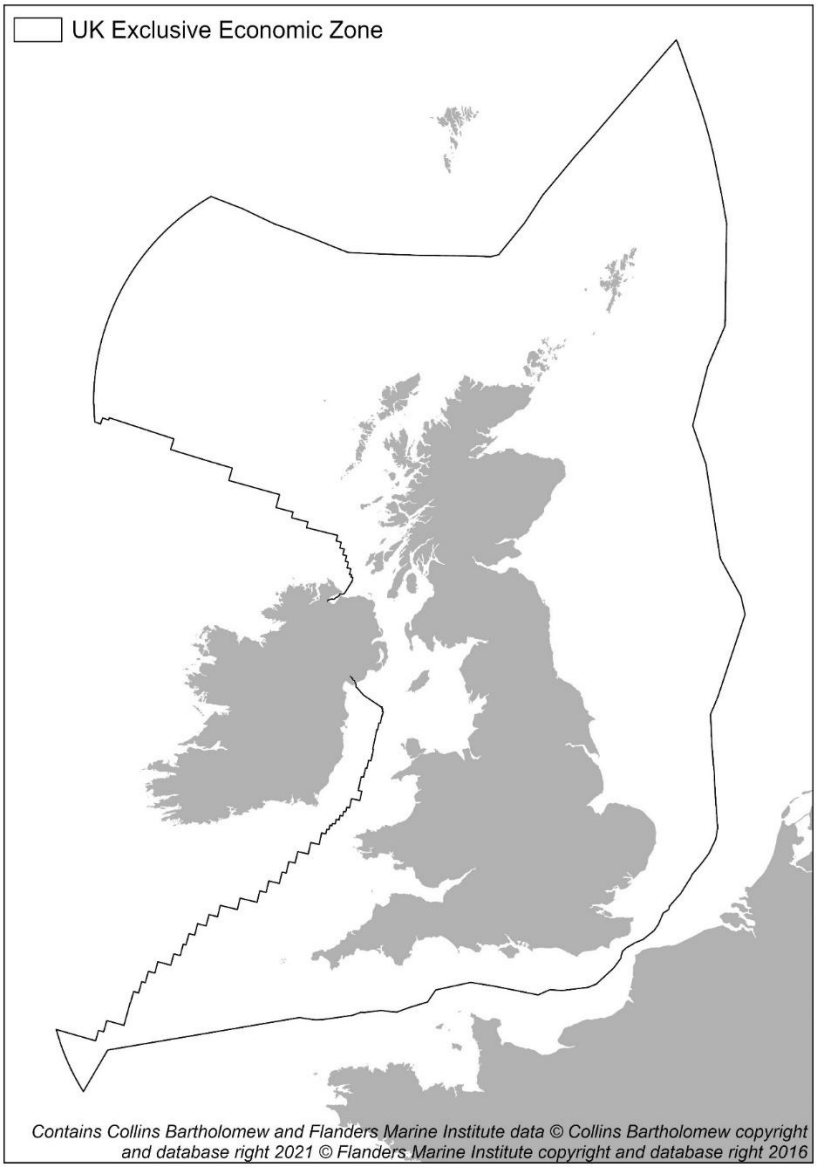
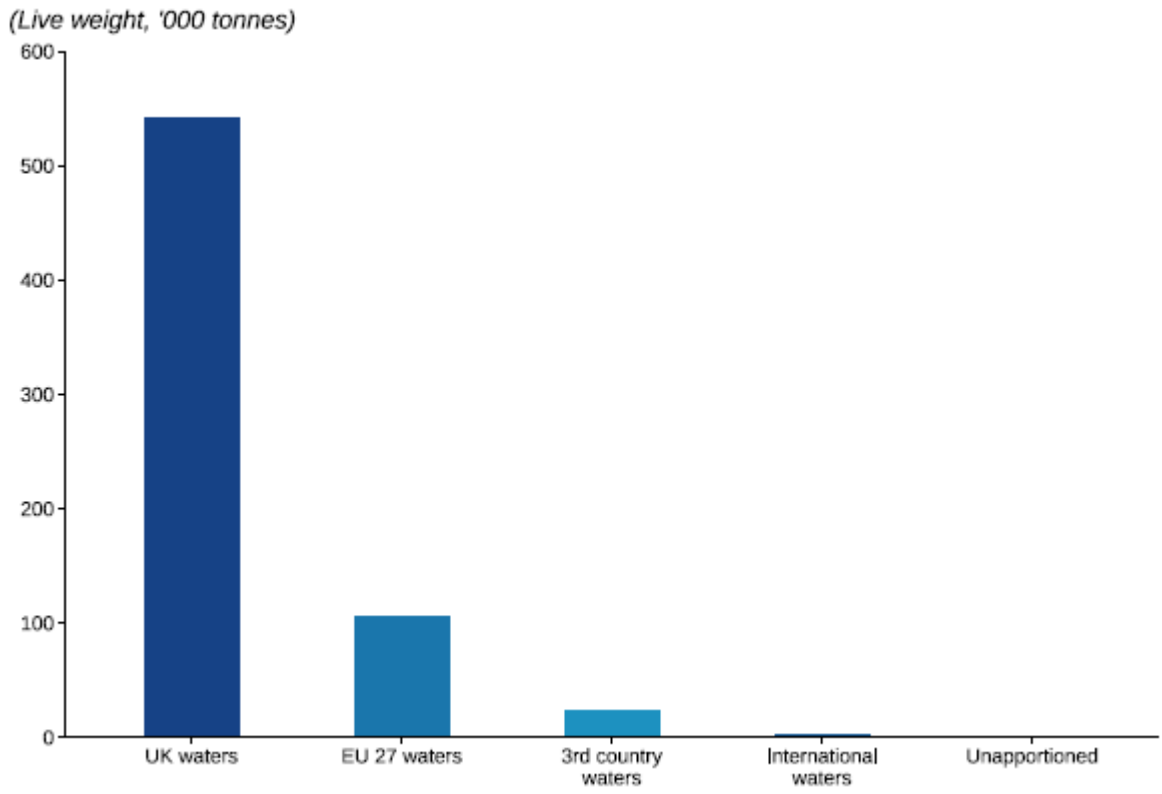
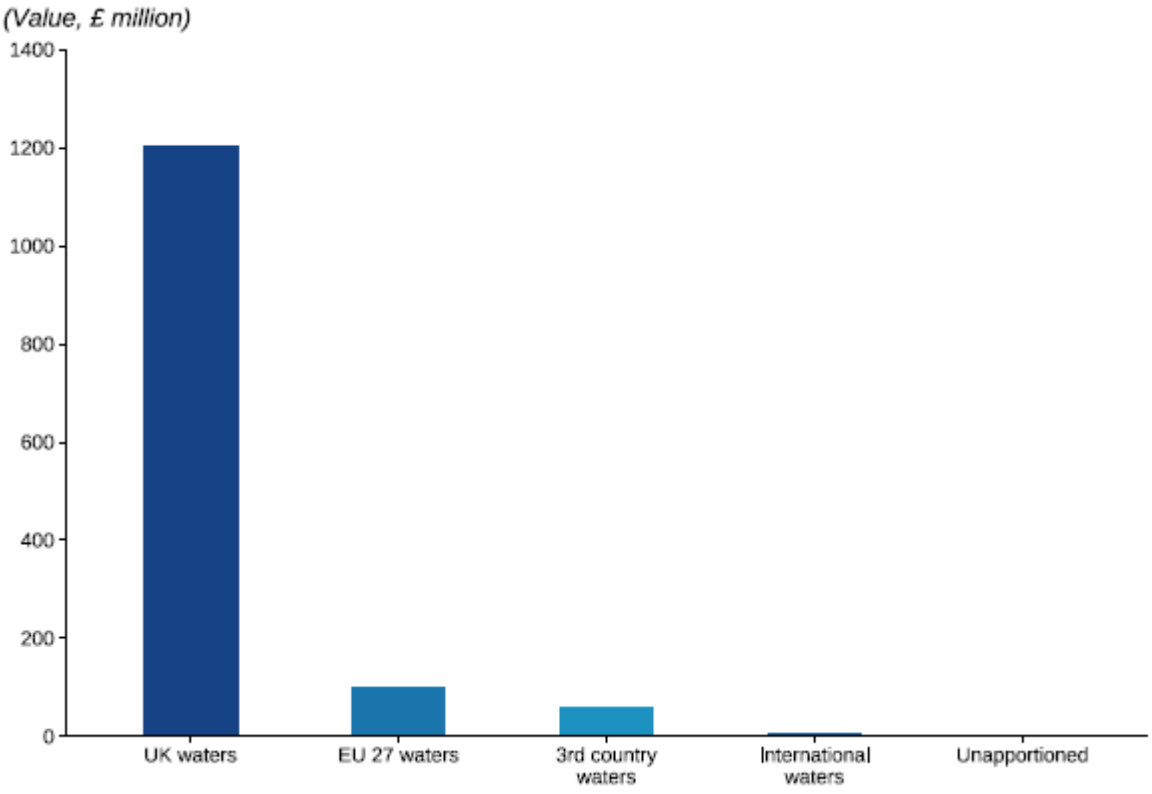


Figure 2.23: Quantity of landings by UK vessels in 2025 by waters.



In 2025, UK vessel landed 542 thousand tonnes from UK waters. This is a decrease of 56 thousand tonnes, or down by 9% compared to 2024. However, the proportion of landings from UK waters remained the same as 2024, at 80% of all landings by UK vessels.

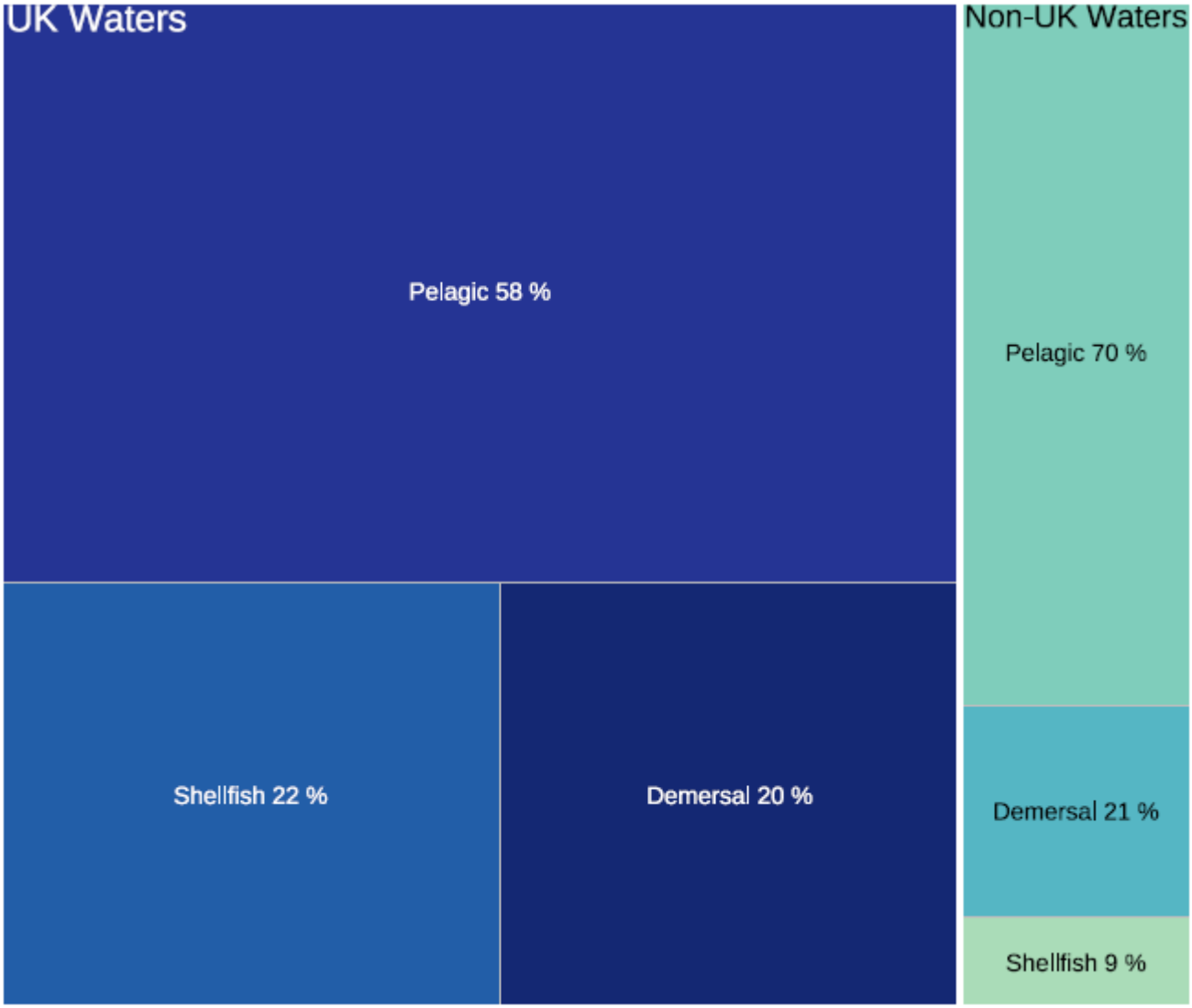
Figure 2.24: Value of landings by UK vessels in 2025 by waters.



The total value landed by UK vessels from UK waters was £1.2 billion in 2025. This is an increase of £187 million in value landed, or up by 18%, compared to 2024. However, the proportion of value landed from UK waters remained the same as 2024, at 88% of all landings by value by UK vessels.

In 2025, UK vessels landed 106 thousand tonnes from EU-27 waters. This was a decrease of 15 thousand tonnes, or down by 13%, compared to 2024. However, the proportion of landings from EU-27 waters also remained the same as 2024, at 16% of all landings by UK vessels.

Figure 2.25: Proportion of species group landed by UK vessels caught from both UK and non-UK waters in 2025.



Pelagic species consistently make up the majority of landings caught from both UK and non-UK waters by UK vessels. In 2025, landings of pelagic species by UK vessels make up 58% (314 thousand tonnes) of the total quantity landed from UK waters and 70% (93 thousand tonnes) of the total quantity landed from Non-UK waters by UK vessels.

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.

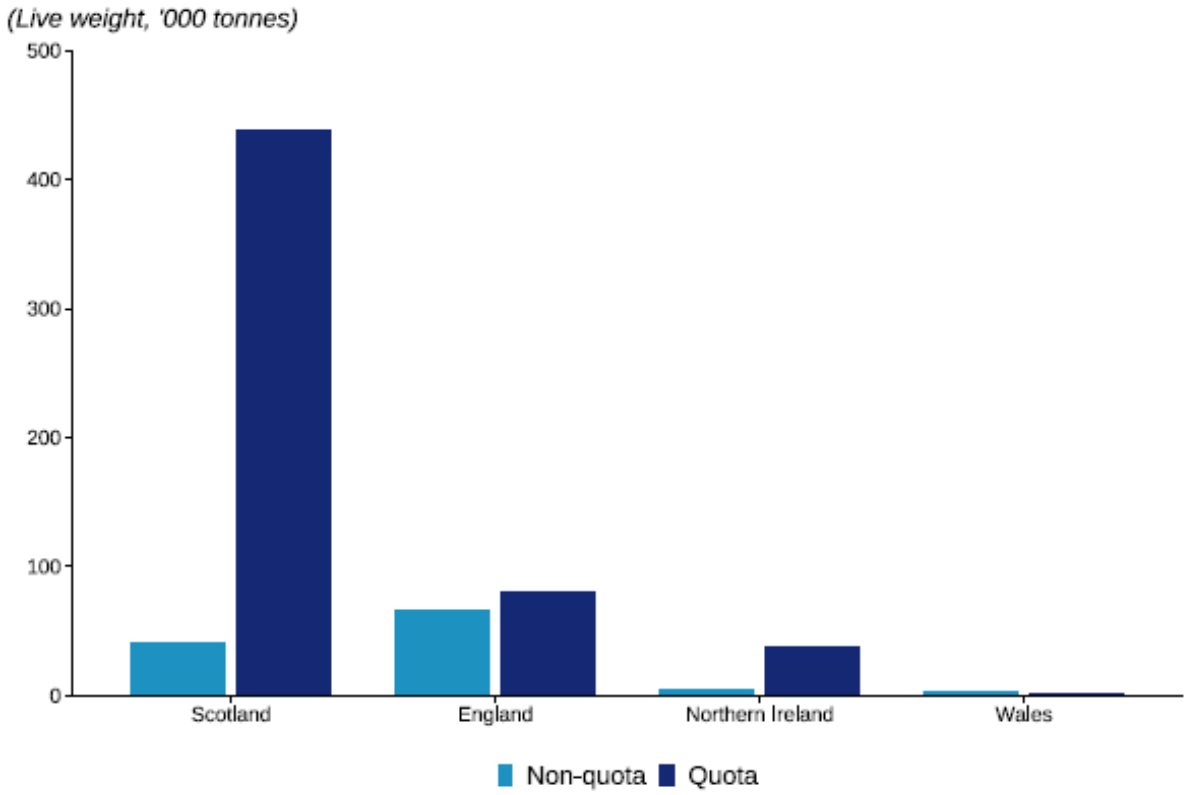
Non-quota species include almost all commercial shellfish species, Nephrops being the exception.

In 2025, UK vessels landed 555 thousand tonnes of quota species. This is a decrease of 71 thousand tonnes, or down by 11%, compared to 2024.

The total value landed of quota species by UK vessels was £1.0 billion in 2025. This is an increase of £184 million in value landed, or up by 21%, compared to 2024.

UK landings of quota species accounted for 82% of the total quantity of landings and 77% of the total value landed by UK vessels in 2025.

Figure 2.26: Quantity of landings by UK vessels of non-quota and quota species in 2025 by fisheries administration.



Quota allocations and management

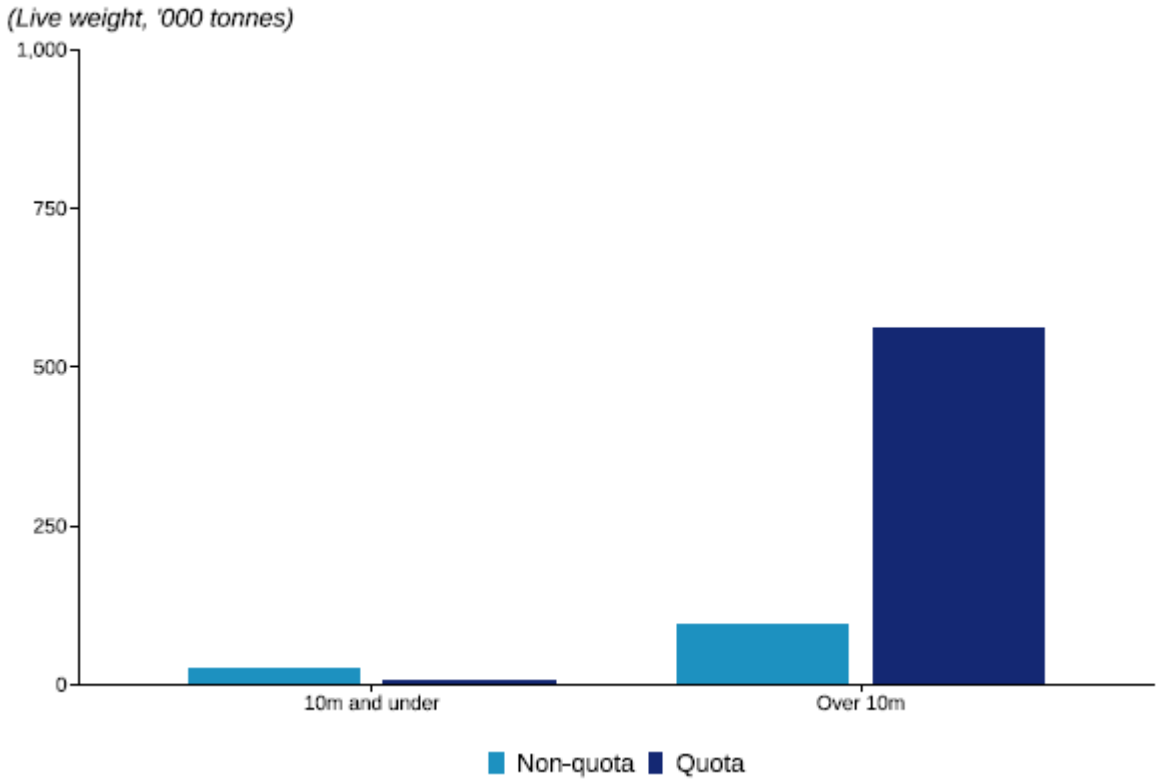
Quota is allocated to the sector (Fish Producer Organisations) and the non-sector. The non-sector is split into two categories based on vessel length – over 10 metre and 10 metre and under.

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.

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 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.

In 2025, Scottish vessels landed 79% (438 thousand tonnes) of the total UK landings of quota species. This is driven by the amount of pelagic quota Scottish vessels have available.

Figure 2.27: Quantity of landings by UK vessels of non-quota and quota species in 2025 by 10 metre and under and over 10 metre vessels.



Landings of non-quota species (25 thousand tonnes) by vessels 10 metres and under were four times higher than landings of quota species (seven thousand tonnes) for the same fleet segment in 2025.

Conversely, landings of quota species (549 thousand tonnes) by over 10 metre vessels were six times higher than landings of non-quota species (94 thousand tonnes) by the same fleet segment.

Vessels over 10 metres in length landed 99% of the landings of total quota species landed by UK vessels.

Section 3: Effort

View the tables accompanying this section here:
https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2025

This section presents statistics on fishing effort from trips made by UK vessels (including Crown Dependencies) over 10 metres in length.

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.

Restrictions on fishing effort are one of the ways fish stocks are managed. Limiting the amount of effort vessels can use to fish restricts their fishing opportunities and therefore, promotes sustainable management of fish stocks.

The primary measure used to monitor and manage fishing effort is 'kW days at sea', which considers both the number of days a vessel spends fishing and the power (kW) of that specific vessel's engine.

As well as kW days at sea, fishing effort can be assessed in terms of the number of vessels and days at sea.

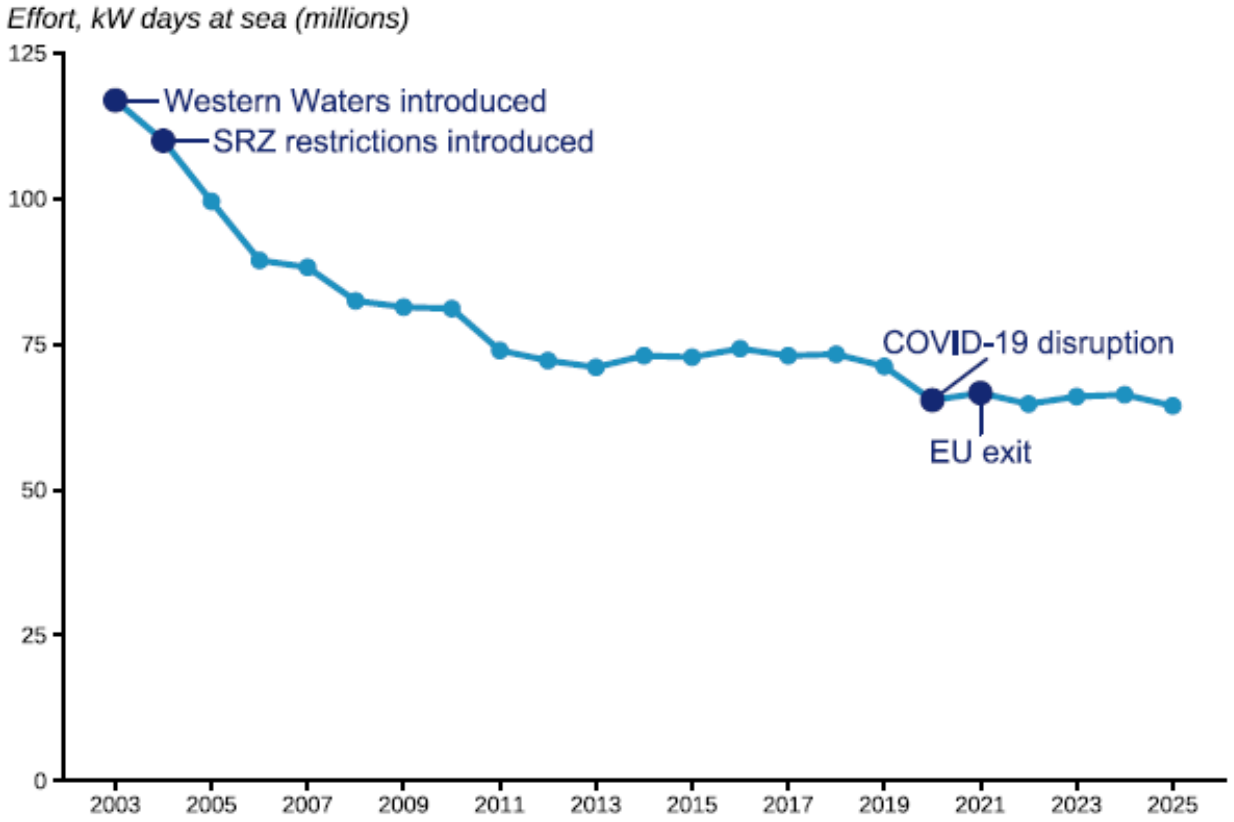
UK vessels presented in this section includes vessels registered and administered by England, Scotland, Wales and Northern Ireland as well as the Crown Dependencies; Jersey, Guernsey and Isle of Man[23].

The number of vessels presented in this section represents the number of active vessels within the limits of the effort management scheme in 2025.

[23] This report only includes fishing effort for vessels registered in Jersey and Guernsey where they are administered in an admin port based within the UK.

Fishing effort for the over 10 metre fleet

Figure 3.1: Fishing effort shown by kW days at sea (millions) from 2003 to 2025 by the over 10 metre UK fleet.



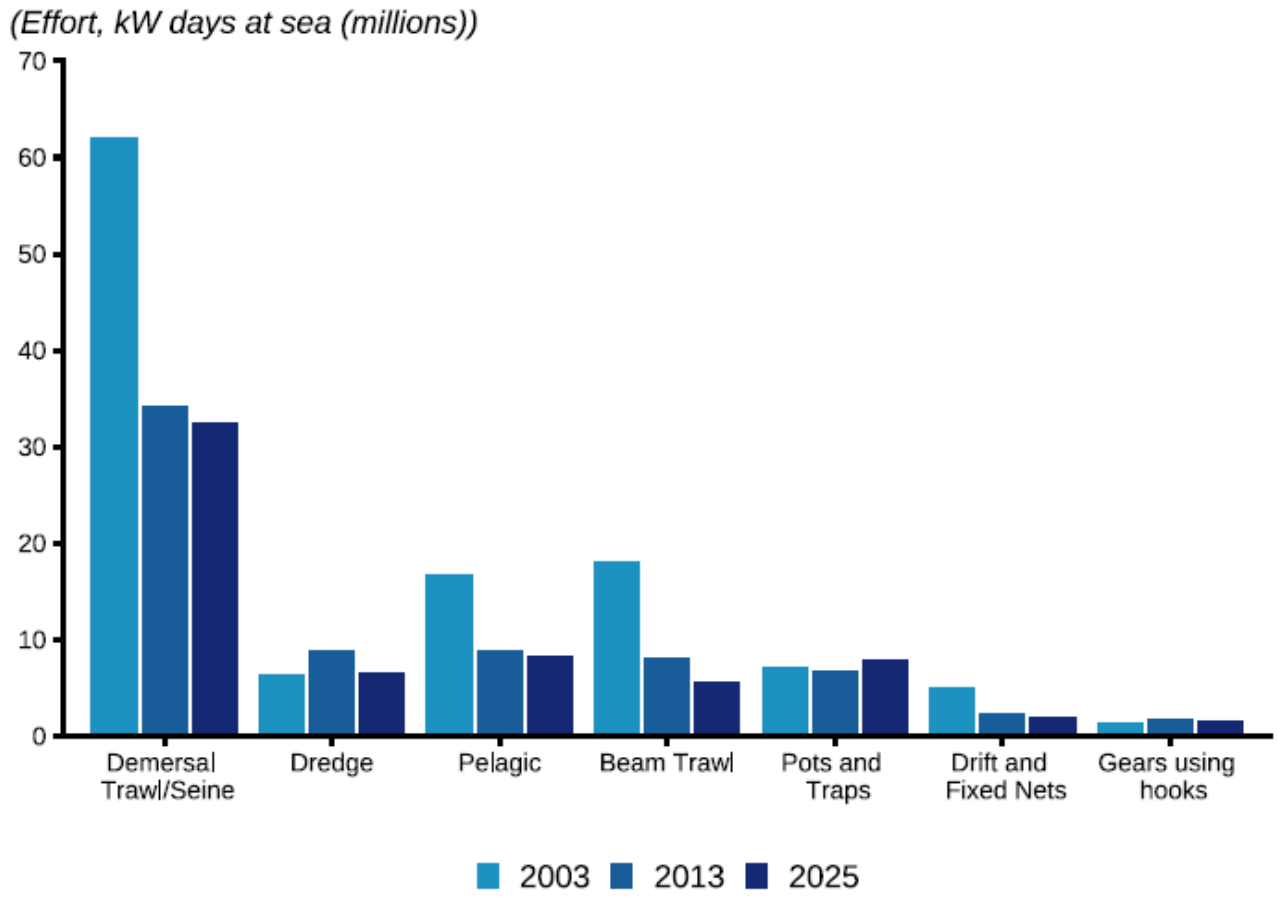
The total fishing effort by the over 10 metre UK fleet in 2025 was 64 million kW days at sea. This is a decrease of 2 million kW days at sea, or down by 3%, compared to 2024.

Since 2003, fishing effort (kW days at sea) by the over 10 metre UK fleet has decreased by 52 million kW days at sea, or down by 45%, from 117 million kW days at sea.

However, this decrease did not happen gradually. Between 2003 and 2012 there was a sharp decline, from 117 million kW days at sea down to 72 million kW days at sea. This was a decrease of 45 million kW days at sea, or down by 38% over a 10-year period. This reduction in fishing effort can be attributed to the introduction of various effort management schemes in 2003 and 2004 as well as vessel decommissioning schemes that were introduced at the same time.

Fishing effort by the over 10m UK fleet remained relatively stable between 2012 and 2019 before seeing another decrease down to 65 million kW days in 2020. Since 2020 fishing effort has remained stable again, fluctuating between 64 and 66 million kW days at sea over this period. The reduction in fishing effort between 2019 and 2020 is caused by a combination of disruption to fishing caused by the COVID-19 pandemic as well as the effects of EU exit which led to effort management schemes being adjusted to apply to UK waters only from 2021.

Figure 3.2: Comparison of fishing effort shown in kW days at sea (millions) for UK over 10m vessels by fleet segment in 2003, 2013 and 2025[24].



Between 2003 and 2013, fishing effort by the over 10m demersal trawl and seine fishing sector decreased by 28 million kW days at sea, or down by 45%, over the 10-year period. Since 2013, fishing effort by this sector has remained relatively stable, showing a net decrease of 2 million kW days at sea, or down by 5%.

The beam trawl sector, also decreased between 2003 and 2013 by 11.2 million kW days at sea, or down by 62%, over the 10-year period. Since 2013, fishing effort has fallen by 2.62 million kW days at sea, or down by 32%.

This reduction in effort in the demersal trawl and seine segment started in 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.

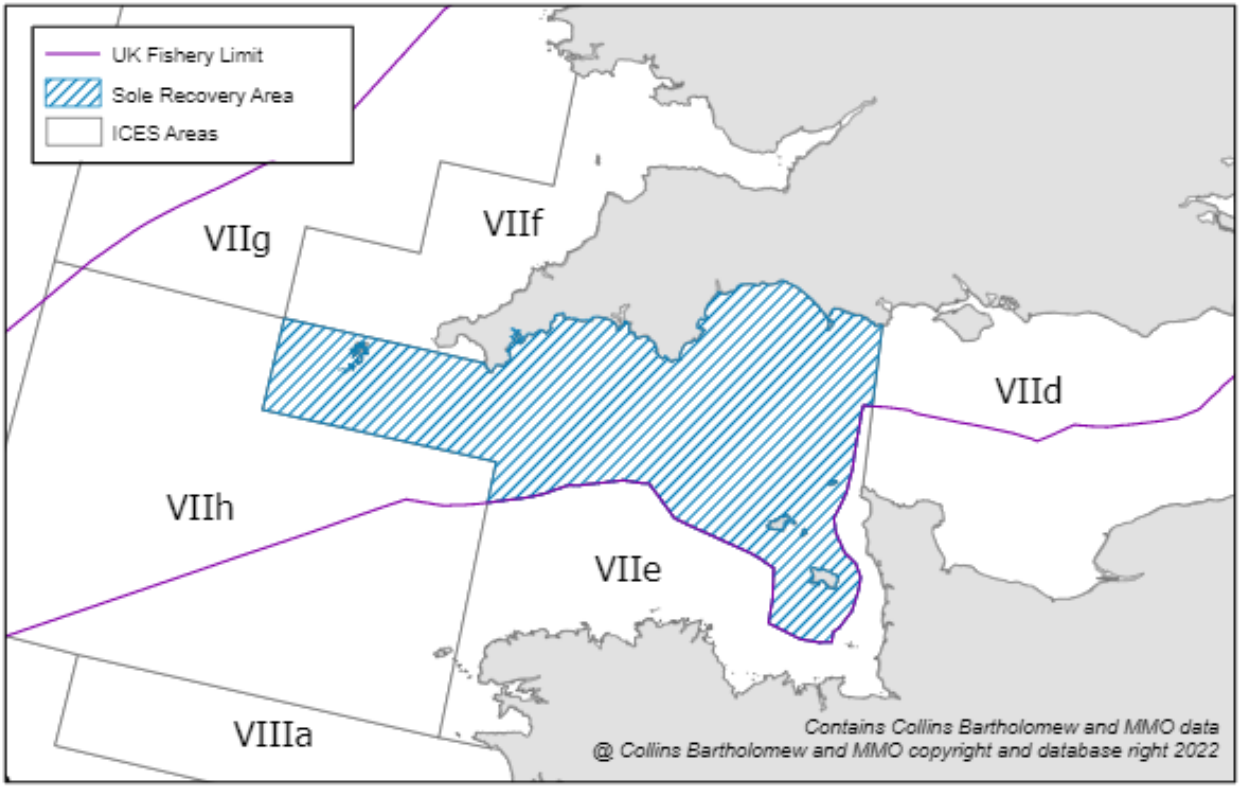
[24] Polyvalent gears not included here as numbers too small to be represented on graph. For further details see table 3.2

Sole Recovery Zone

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[25].

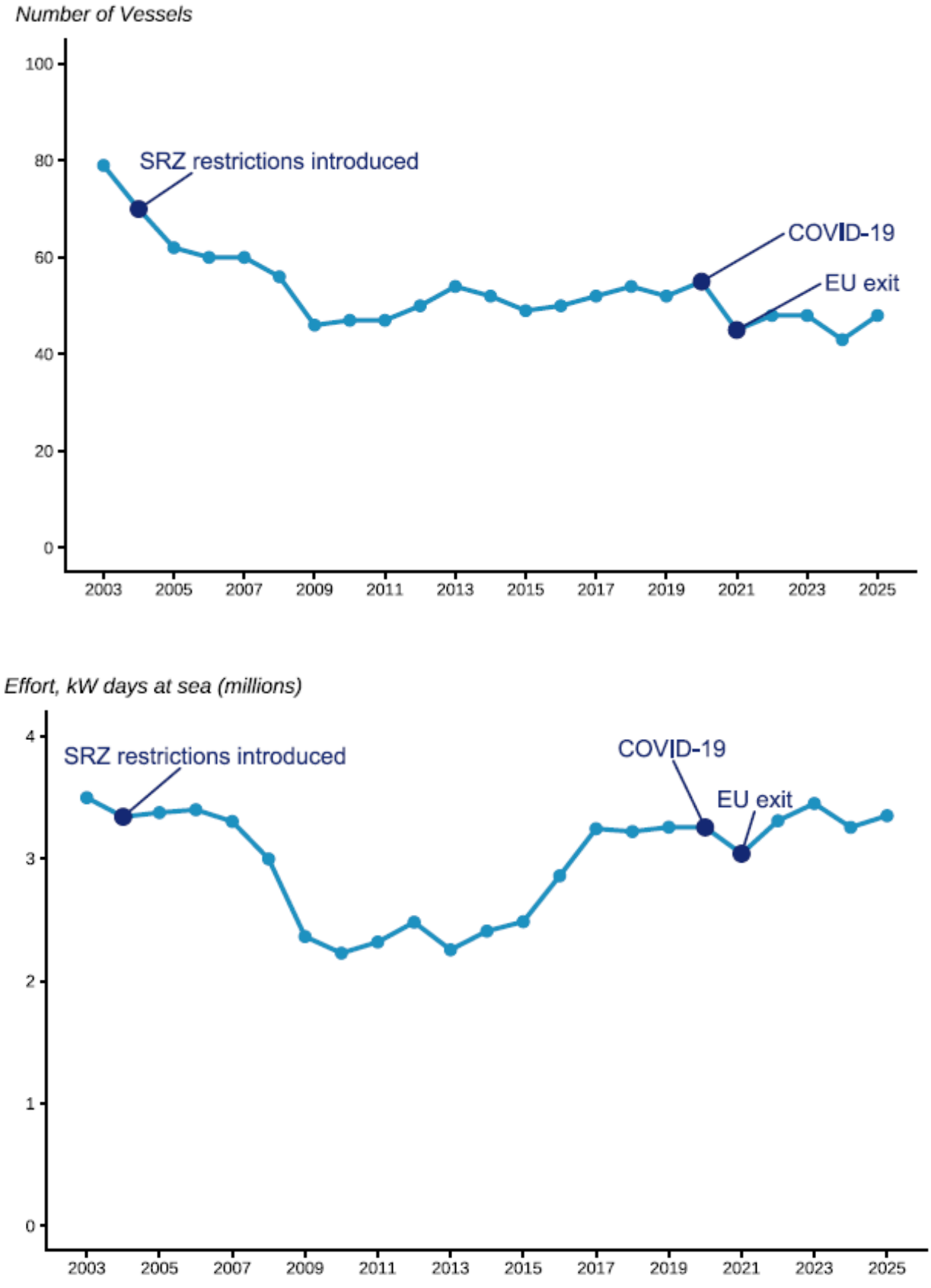
The Marine Management Organisation controls effort in UK waters of the Western Channel by allocating days for fishing to vessels using beam trawl gear with a mesh size equal to or larger than 80mm.

Figure 3.3: The Sole Recovery Zone (British Waters of ICES Area 7e, Western Channel).



[25] Sole Recovery Zone rules - GOV.UK

Figure 3.4: Number of vessels using beam trawls and associated effort (kW days at sea) in the SRZ from 2003 to 2025.



In 2025, the number of over 10 metre vessels operating in the SRZ using beam trawls was 48 vessels. This is an increase of 5 vessels, or up by 12%, compared to 2024.

The total fishing effort reported by vessels in the SRZ using beam trawls was 3 million kW days at sea in 2025. This is an increase of 95 thousand kW days at sea, or up by 3%, compared to 2024.

Between 2003 and 2009, the number of vessels fishing within the SRZ using beam trawls decreased by 33 vessels, or down by 42%, over the six-year period. The total fishing effort for this sector also decreased by 1 million kW days at sea, or down by 32%, over the same period.

This is due to the combination of effects from both vessel decommissioning schemes as well as reduced fishing opportunities owing to effort and quota controls.

Since 2009, the number of vessels has fluctuated, steadily rising to 55 vessels in 2020 but has since again decreased back down to 48 vessels in 2025. This second drop was influenced by the EU exit, which led to a reduction of the area covered within the SRZ to only those within UK waters.

However, total fishing effort has continued to increase, approaching pre-2009 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.

Western Waters effort scheme

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.

The Western Water effort regime covers trips by over 15 metre vessels where vessels have targeted edible crabs and spider crabs, demersal species and scallops.

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.

Section 4: Trade

View the tables accompanying this section here:
https://www.gov.uk/government/statistics/uk-sea-fisheries-annual-statistics-report-2025

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[26] 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).

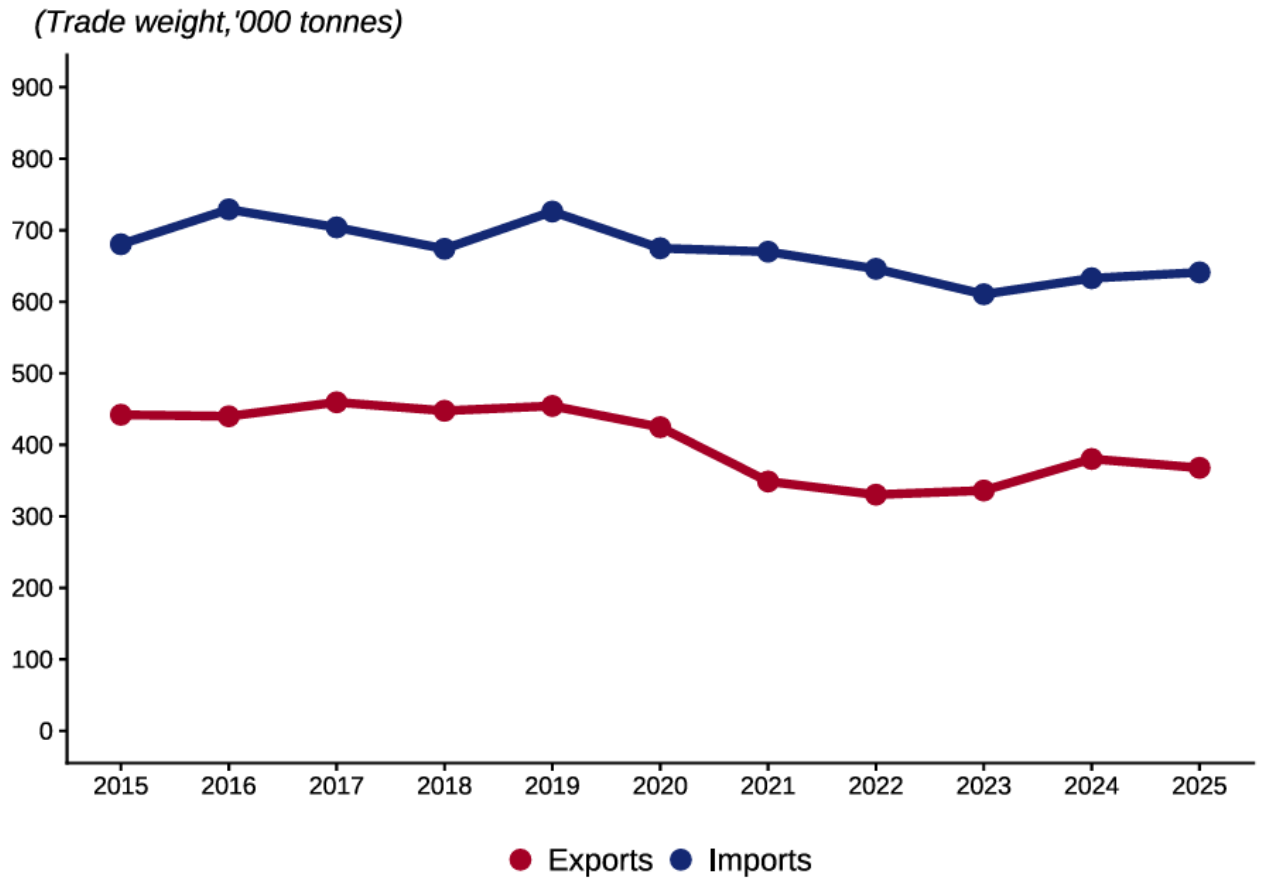
UK Trade of fish and fish preparations

Total UK trade (imports plus exports) of fish and fish preparations was 1,009 thousand tonnes in 2025. This is a decrease of 4 thousand tonnes, or down by 0.4%, compared to 2024.

The value of total UK trade of sea fish in 2025 was £5.7 billion. This is an increase of £0.3bn, or up by 6%, compared to 2024.

[26] https://www.uktradeinfo.com/

Figure 4.1: Total imports and exports by the UK from 2015 to 2025

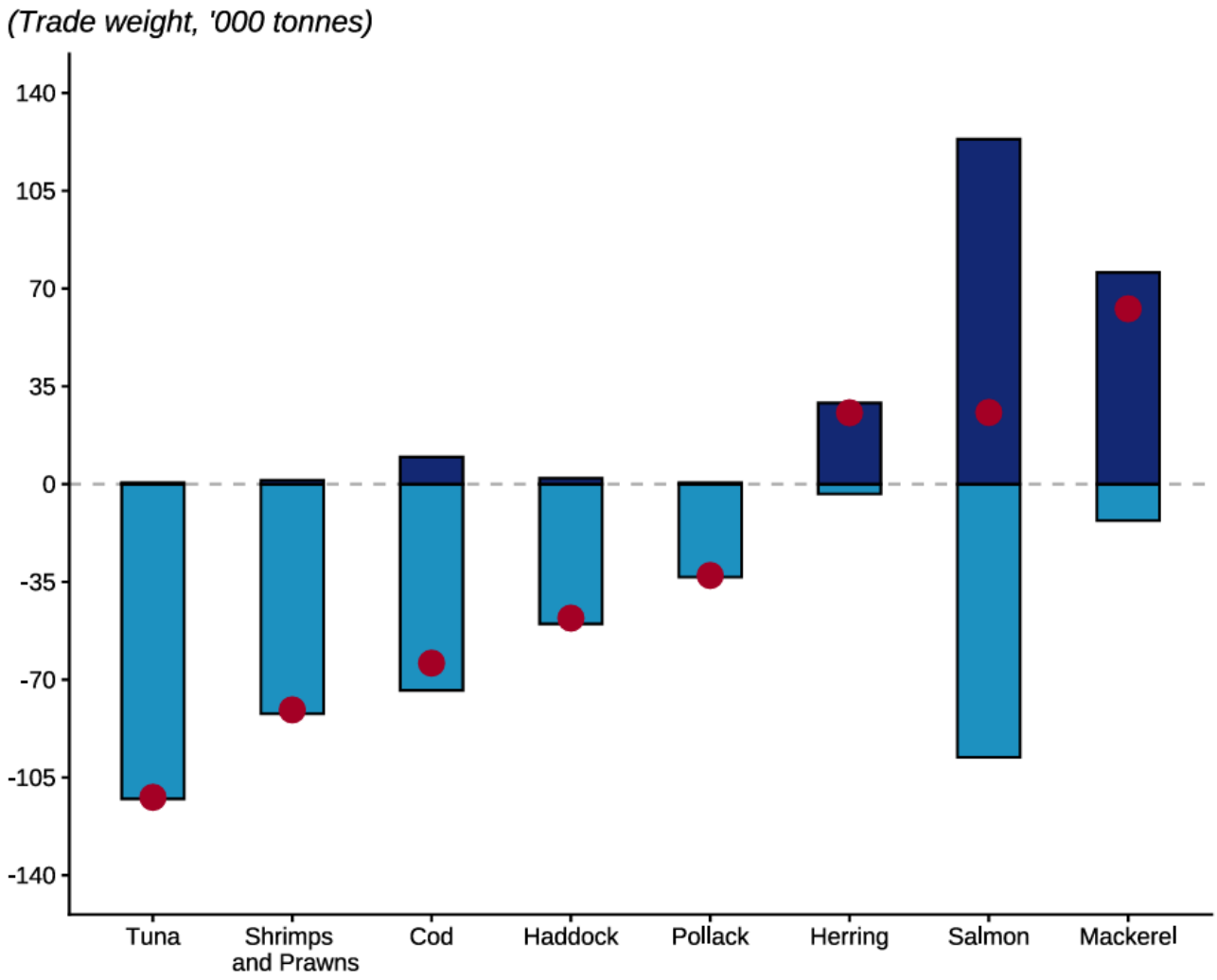


In 2025, the UK imported 641 thousand tonnes of fish and fish preparations, with an import value of £3.7 billion. This is an increase of 8 thousand tonnes, or up by 1%, compared to 2024.

In 2025, the UK exported 368 thousand tonnes of fish and fish preparations, with an export value of £2.0 billion. This is a decrease of 12 thousand tonnes, or down by 3%, compared to 2024. This decrease in UK exports of fish and fish preparations was driven by decreases in Mackerel exports and Blue Whiting exports.

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 a trade deficit of 273 thousand tonnes, or £1.7 billion (£1,749 million), in 2025. The trade balance has widened in 2025 compared to previous years, as a result of decreases of exports of specific species such as mackerel, and increases of imports of species such as tuna.

Figure 4.2: UK trade of fish and fish preparations by species in 2025[27]



In 2025, the top four species of fish and fish preparations the UK imported were Tuna (112.6 thousand tonnes), Salmon (97.8 thousand tonnes), Shrimps and Prawns (82.2 thousand tonnes) and Cod (73.8 thousand tonnes). Together these accounted for 366.3 thousand tonnes, or 57% of all UK imports of fish and fish preparations. The same four species made up the same proportion of UK imports in 2024.

In 2025, the top three species of fish and fish preparations the UK exported were Salmon (123.4 thousand tonnes), Mackerel (75.8 thousand tonnes) and Herring (29.1 thousand tonnes). Together these species accounted for 228.3 thousand tonnes, or 62% 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 2025, the UK was a net importer of Tuna, Shrimps and Prawns, Cod, Haddock and Pollack, and was net exporter of Salmon, Herring and Mackerel.

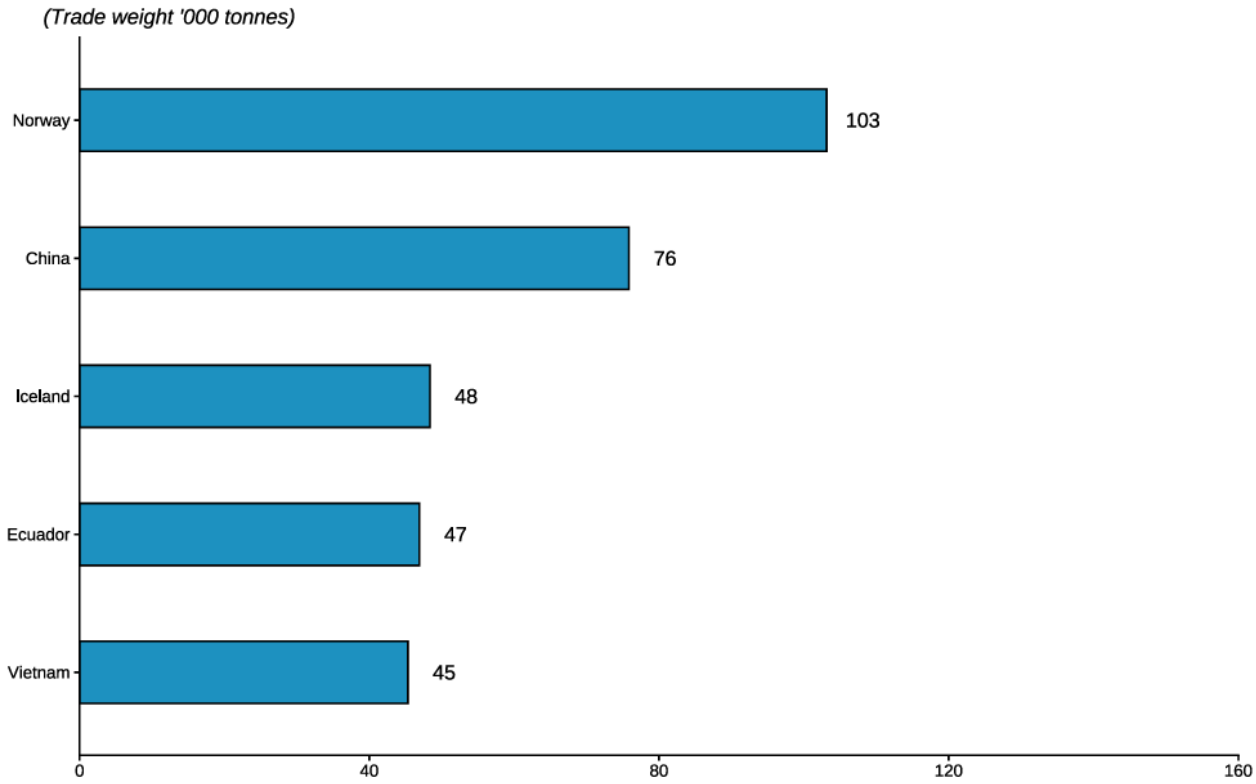
[27] Salmon is a freshwater species

UK imports of fish and fish preparations by import market[28]

Demersal and pelagic fish accounted for 83% of the total weight of UK imports of fish and fish preparations in 2025. Shellfish accounted for the remaining 17%. This is slightly different to 2024, with a 1% increase in the contribution to total weight of UK imports of fish and fish preparations by shellfish.

Demersal and pelagic fish accounted for 79% of the value of UK imports of fish and fish preparations, and shellfish accounted for 21% the total value of UK imports. Shellfish generally fetch a higher price than demersal or pelagic fish[29], and therefore contribute more to the total value of UK imports, despite lower total weight.

Figure 4.3: Top five UK import markets of fish and fish preparations in 2025



In 2025, the five markets the UK imported the most fish and fish preparations from were Norway, China, Iceland, Ecuador and Denmark. Together, UK imports from these markets totalled 319.6 thousand tonnes (50% of the total weight of UK imports of fish and fish preparations), with an import value of £1.85 billion (50% the total value of UK imports of fish and fish preparations).

The largest import market for fish and fish preparations in 2025 was Norway.

The UK imported a total of 103.2 thousand tonnes of fish and fish preparations from Norway in 2025. This was up by 7.4 thousand tonnes, or an increase of 8%, compared to 2024. Imports from Norway accounted for 16% of all UK imports of fish and fish preparations in 2025.

[28] 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.

[29] Table 2.12

The value of all UK imports of fish and fish preparations from Norway in 2025 was £0.7 billion. This was up by £0.1 billion, or an increase of 15%, compared to 2024. The value of imports from Norway accounted for 19% of the total value of all UK imports of fish and fish preparations in 2024.

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

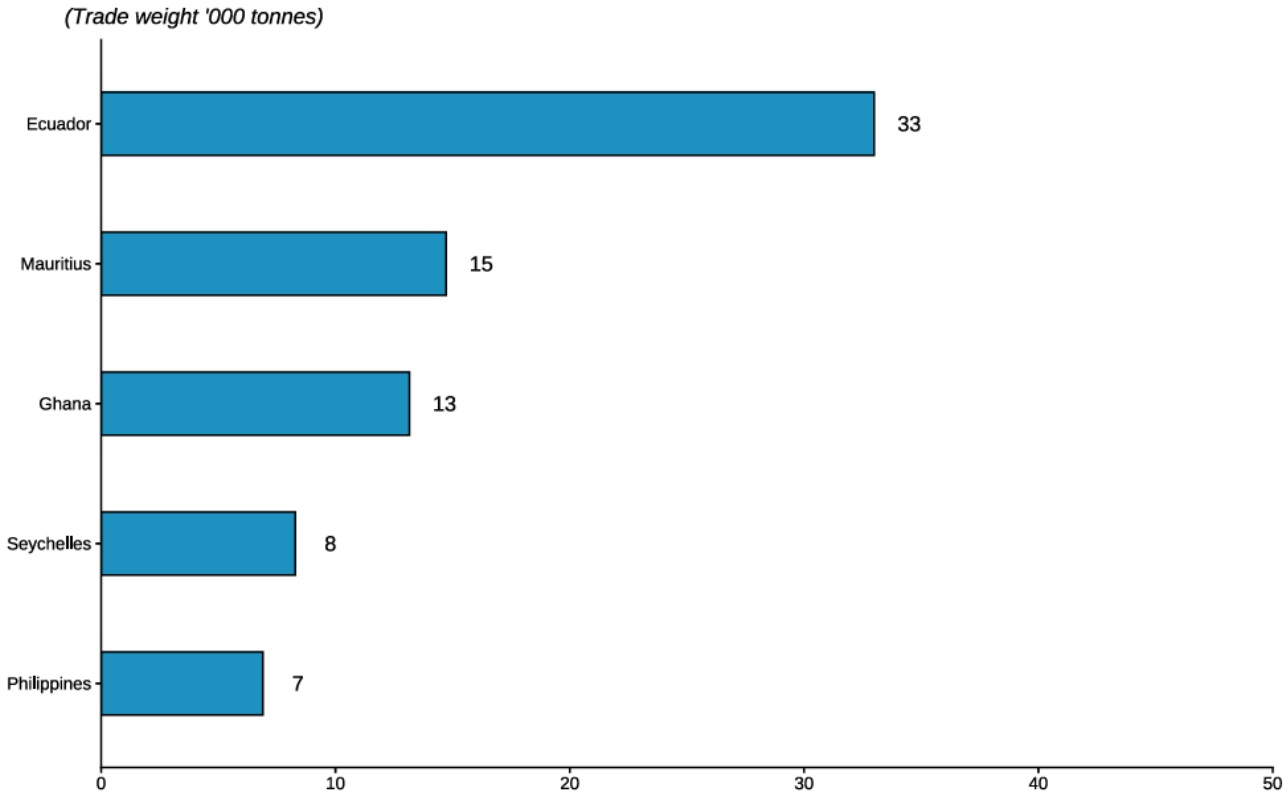
UK imports of Tuna

The UK imported 112.6 thousand tonnes of Tuna in 2025. This is an increase of 5.6 thousand tonnes, or an increase of 5% compared to 2024. Tuna accounted for 18% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Tuna was £489.4 million in 2025. This is an increase of £25.1 million, or up by 5%, compared to 2024. Tuna accounted for 13% of the total value of UK imports of fish and fish preparations in 2025. This is the same as 2024.

The UK imported more Tuna in 2025 than it exported. In 2025, the UK exported 0.5 thousand tonnes of Tuna. Therefore, the UK was a net importer of this species in 2025.

Figure 4.4: Top five UK import markets for Tuna in 2025



The top five markets the UK imported Tuna from in 2025 were Ecuador, Mauritius, Ghana, the Seychelles and the Philippines.

Together, the total weight of UK imports of Tuna from these markets was 76.1 thousand tonnes and accounted for 68% of all UK imports of Tuna in 2025. This is the same as 2024.

The total value of UK imports of Tuna from these five markets was £304.9 million and accounted for 62% of the total value of all UK imports of Tuna in 2025.

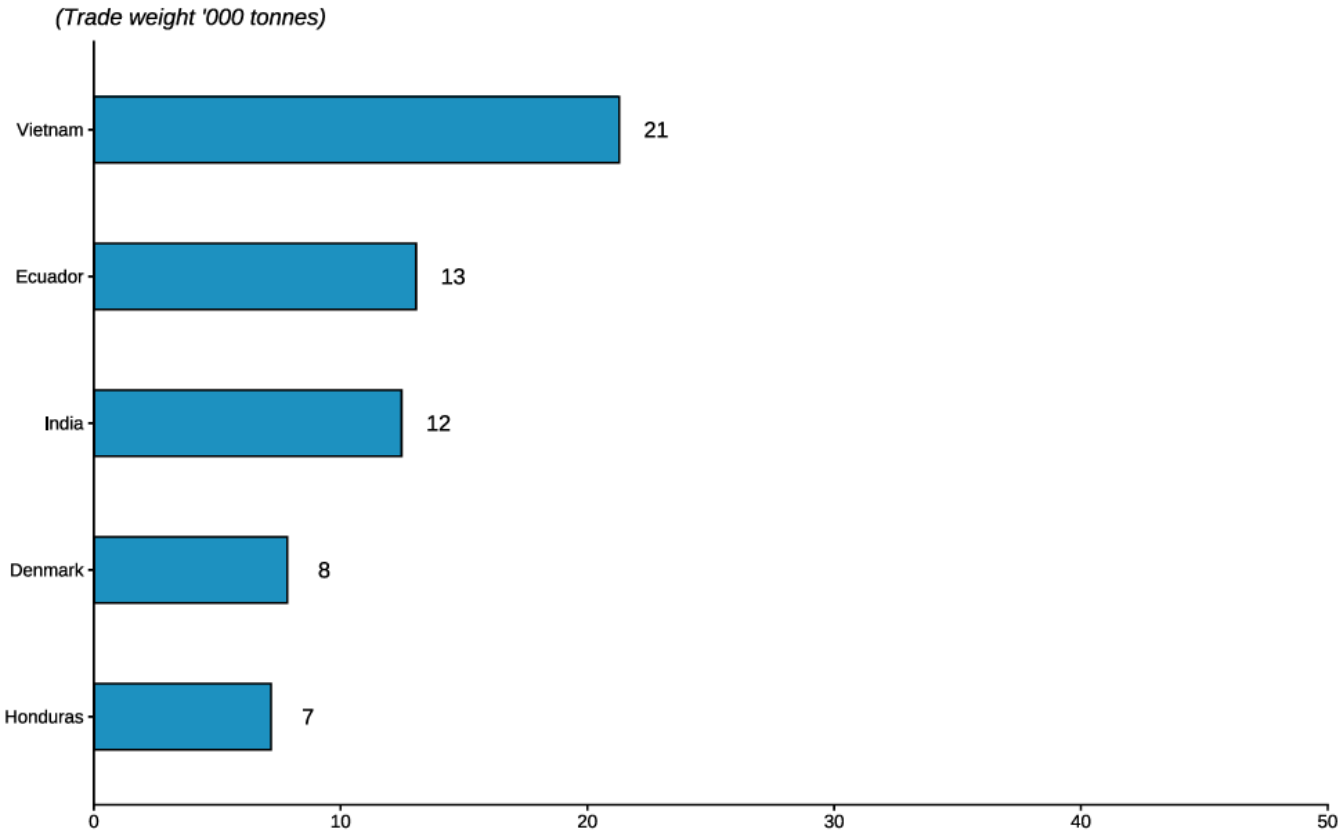
UK imports of Shrimps and Prawns

The UK imported 82.2 thousand tonnes of Shrimps and Prawn in 2025. This is an increase of 4.0 thousand tonnes, or up by 5%, compared to 2025. Shrimps and Prawns accounted for 13% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Shrimps and Prawns was £616.1 million in 2025. This is an increase of £36.3 million, or up by 6%, compared to 2024. Shrimps and Prawns accounted for 16% of the total value of UK imports of fish and fish preparations in 2025.

The UK imported more Shrimps and Prawns in 2025 than it exported. In 2025, the UK exported 1.4 thousand tonnes of Shrimps and Prawns. Therefore, the UK was a net importer of this species in 2025.

Figure 4.5: Top five UK import markets for Shrimps and Prawns in 2025



The top five markets the UK imported Shrimps and Prawns from in 2025 were Vietnam, Ecuador, India, Denmark, Honduras.

Together, the total weight of UK imports of Shrimps and Prawns from these markets was 61.8 thousand tonnes and accounted for 75% of all UK imports of Shrimps and Prawns in 2025.

The total value of UK imports of Shrimps and Prawns from these five markets was £444.4 million and accounted for 72% of the total value of all UK imports of Shrimps and Prawns in 2025.

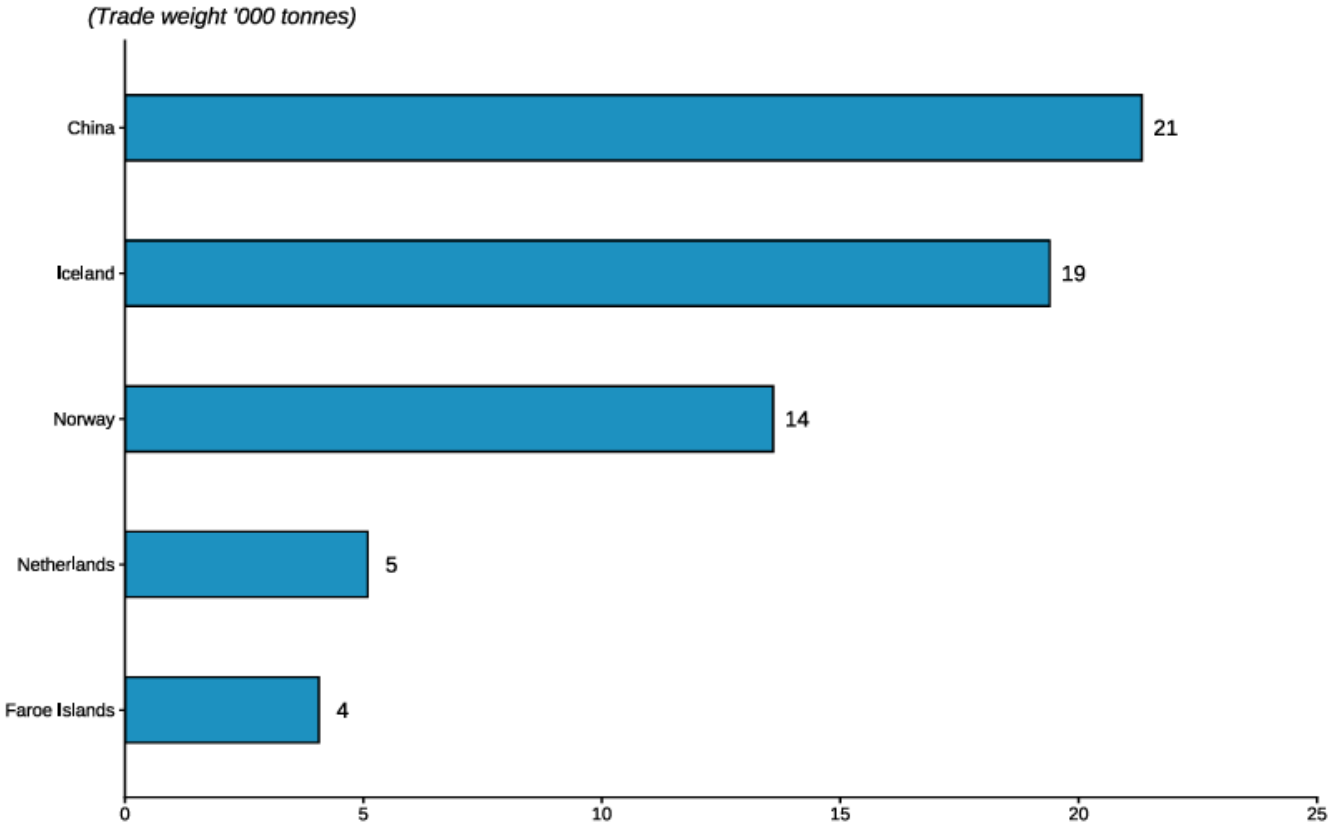
UK imports of Cod

The UK imported 73.8 thousand tonnes of Cod in 2025. This is a decrease of 4.0 thousand tonnes, or down by 5%, compared to 2024. Cod accounted for 12% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Cod was £590.1 million in 2025. This is an increase of £99.8 million, or up by 20%, compared to 2024. Cod accounted for 16% of the total value of UK imports of fish and fish preparations in 2025.

The UK imported more Cod in 2025 than it exported. In 2025, the UK exported 9.7 thousand tonnes of Cod. Therefore, the UK was a net importer of this species in 2025.

Figure 4.6: Top five UK import markets for Cod in 2025



The top five markets the UK imported Cod from in 2025 were China, Iceland, Norway, Netherlands and the Faroe Islands.

Together, the total weight of UK imports of Cod from these markets was 63.5 thousand tonnes and accounted for 86% of all UK imports of Cod in 2025.

The total value of UK imports of Cod from these five markets was £507.0 million and accounted for 86% of the total value of all UK imports of Cod in 2025.

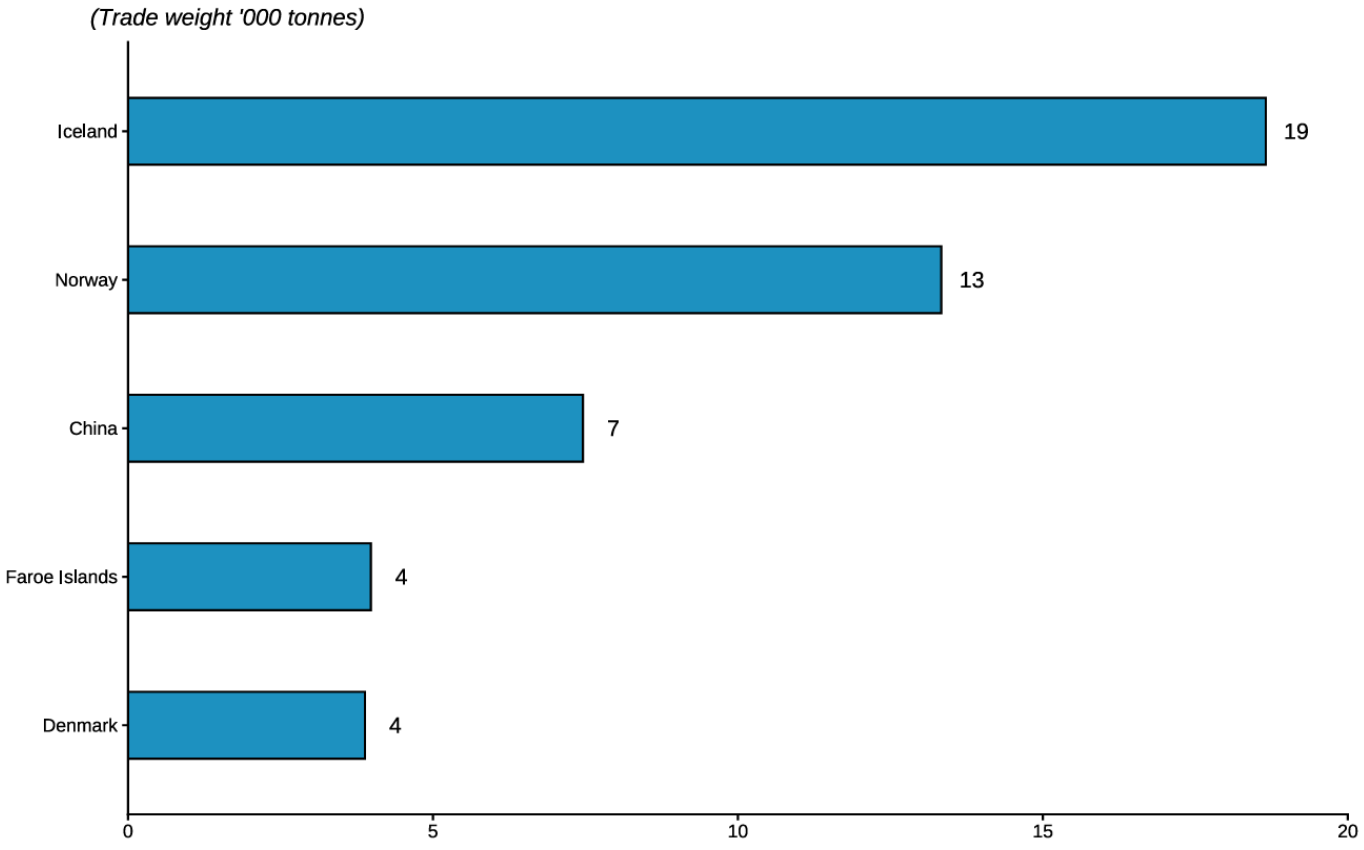
UK imports of Haddock

The UK imported 50.0 thousand tonnes of Haddock in 2025. This is a decrease of 4.0 thousand tonnes, or down by 7%, compared to 2024. Haddock accounted for 8% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Haddock was £262.5 million in 2025. This is an increase of £66.7 million, or up by 34%, compared to 2024. Haddock accounted for 7% of the total value of UK imports of fish and fish preparations in 2025.

The UK imported more Haddock in 2025 than it exported. In 2025, the UK exported 2.1 thousand tonnes of Haddock. Therefore, the UK was a net importer of this species in 2025.

Figure 4.7: Top five UK import markets for Haddock in 2025



The top five markets the UK imported Haddock from in 2025 were Iceland, Norway, China, the Faroe Islands and Denmark.

Together, the total weight of UK imports of Haddock from these markets was 47.3 thousand tonnes and accounted for 95% of all UK imports of Haddock in 2025.

The total value of UK imports of Haddock from these five markets was £249.1 million and accounted for 95% of the total value of all UK imports of Haddock in 2025.

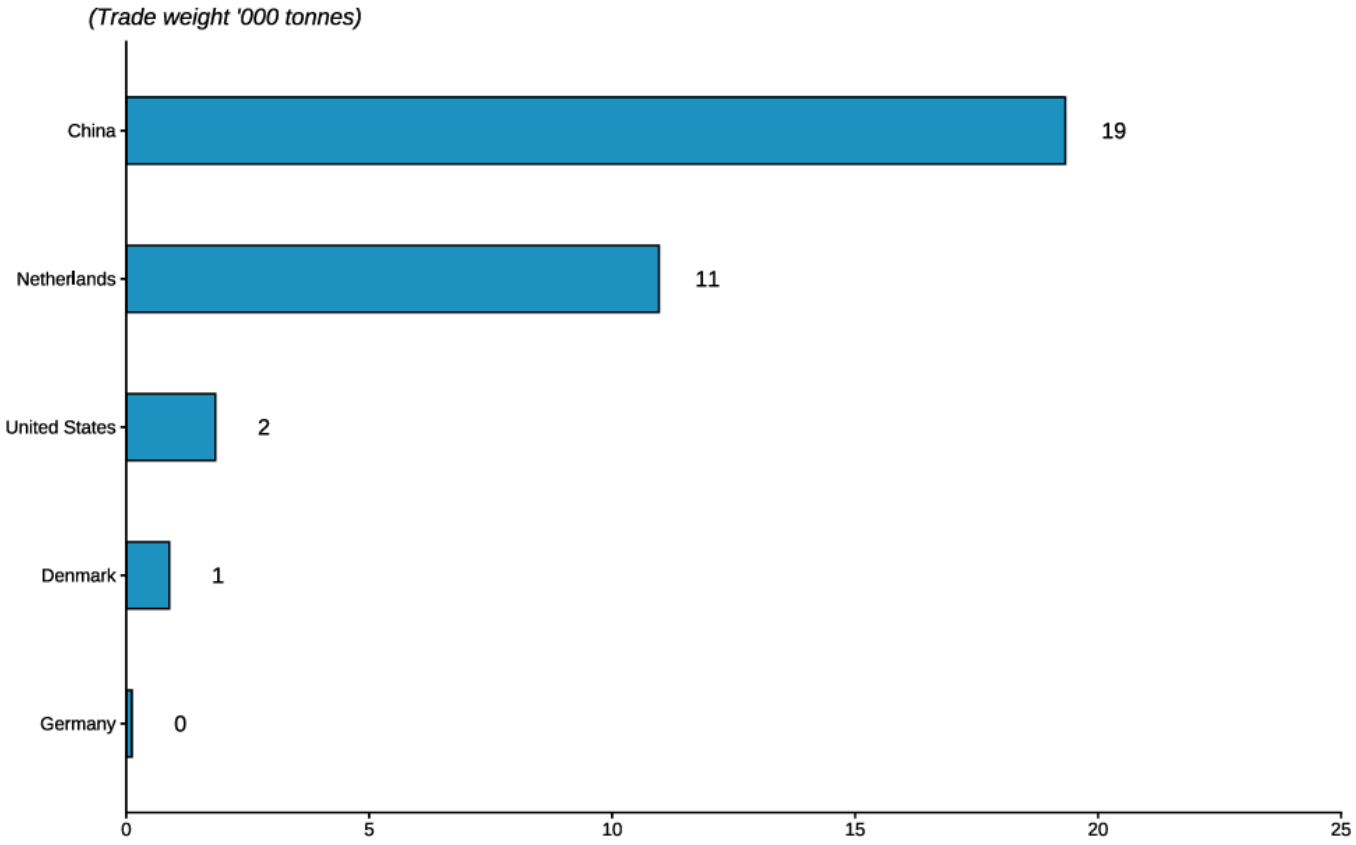
UK imports of Pollack

The UK 33.3 imported thousand tonnes of Pollack in 2025. This is an increase of 2.6 thousand tonnes, or up by 8%, compared to 2024. Pollack accounted for 5% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Pollack was £85.2 million in 2025. This is an increase of £9.5 million, or up by 13%, compared to 2024. Pollack accounted for 2% of the total value of UK imports of fish and fish preparations in 2025.

The UK imported more Pollack in 2025 than it exported. In 2025, the UK exported 0.6 thousand tonnes of Pollack. Therefore, the UK was a net importer of this species in 2025.

Figure 4.8: Top five UK import markets for Pollack in 2025



The top five markets the UK imported Pollack from in 2025 were China, the Netherlands, the United States, Denmark, Germany.

Together, the total weight of UK imports of Pollack from these markets was 33.1 thousand tonnes and accounted for 99.6% of all UK imports of Pollack in 2025.

The total value of UK imports of Pollack from these five markets was £84.7 million and accounted for 99% of the total value of all UK imports of Pollack in 2025.

UK imports of fish products

The UK imported 164.5 thousand tonnes of fish products[30] in 2025, which was up by 9% (an increase of 13.0 thousand tonnes) compared to 2024. Of all fish products imported, 69% 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 805.6 thousand tonnes. This is an increase of 21.2 thousand tonnes, or up by 3%, compared to 2024.

The value of UK imports of fish products was £329.7 million in 2025, which was down by 12% (a decrease of £45.1 million) compared to 2024.

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 £4,067.1 million, or £4.1 billion, in 2025. This is an increase of £237.3 million, or up by 6% compared to 2024.

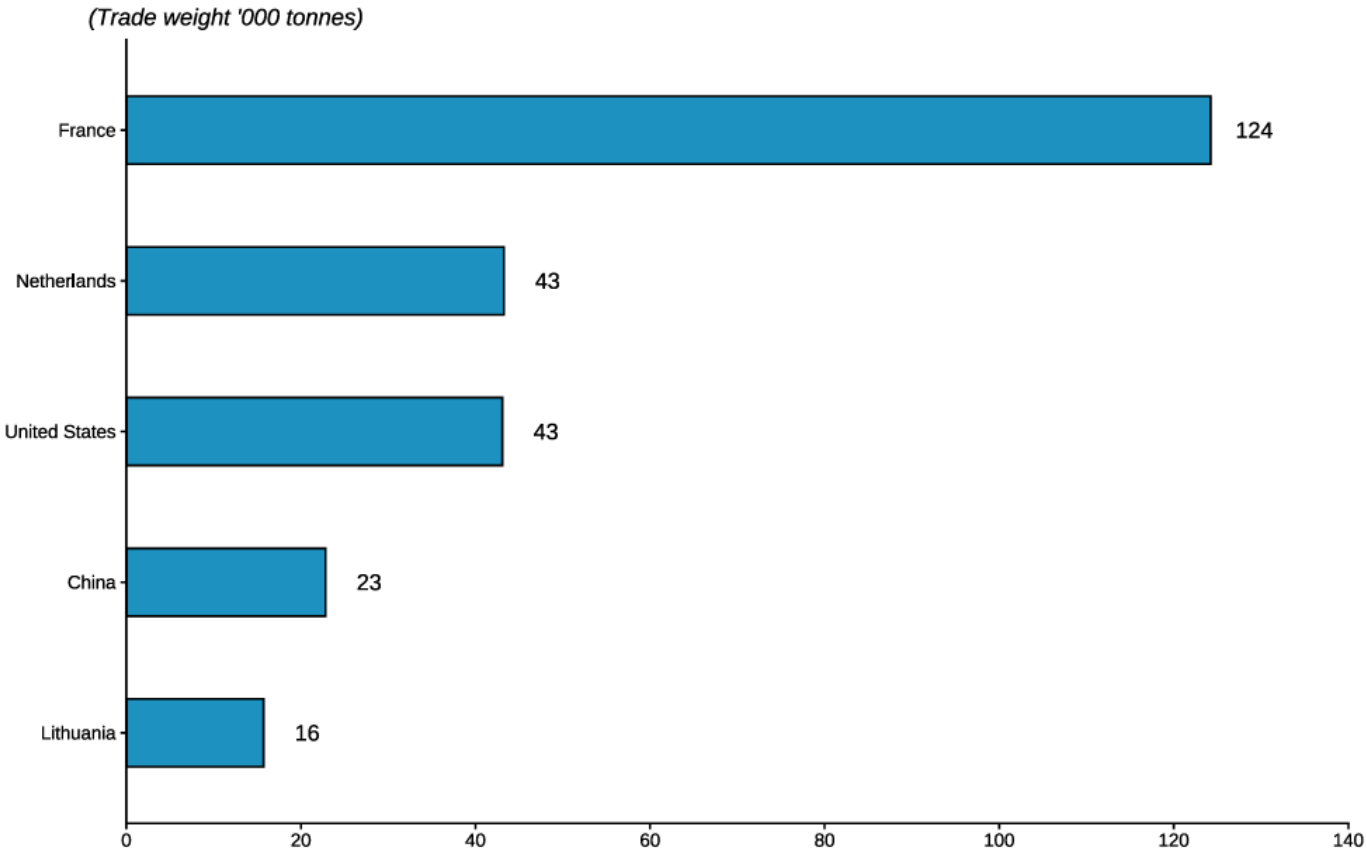
[30] Fish products includes fish meal, flours and oils.

UK exports of fish and fish preparations by export market[31]

Demersal and pelagic fish accounted for 84% of the total weight of UK exports of fish and fish preparations. Shellfish accounted for the remaining 16%. This is a slight change from 2024, when demersal and pelagic fish accounted for 85% of all UK exports of fish and fish preparations, and exports of shellfish accounted for 15%.

Demersal and pelagic fish accounted for 75% of the value of UK exports of fish and fish preparations, and shellfish accounted for 25% the total value of UK exports. Shellfish generally fetch a higher price than demersal or pelagic fish[32], 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 2025



In 2025, the five markets the UK exported the most fish and fish preparations to were France, the Netherlands, the United States, China and Lithuania. Together, UK exports to these markets totalled 249.1 thousand tonnes (68% of the total weight of UK exports of fish and fish preparations), with an export value of £1.5 billion or £1466.9 million, (74% of the total value of UK exports of fish and fish preparations).

The largest export market for fish and fish preparations in 2025 was France.

[31] 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.

[32] Table 2.12

The UK exported a total of 124.2 thousand tonnes of fish and fish preparations to France in 2025. This was down by 10.8 thousand tonnes, or a decrease of 8%, compared to 2024. Exports to France accounted for 34% of all UK exports of fish and fish preparations in 2025.

The value of all UK exports of fish and fish preparations to France in 2025 was £0.8 billion (807.1 million). This was down by £0.1 billion (131.3 million), or a decrease of 14%, compared to 2024. The value of exports to France accounted for 41% of the total value of all UK exports of fish and fish preparations in 2025.

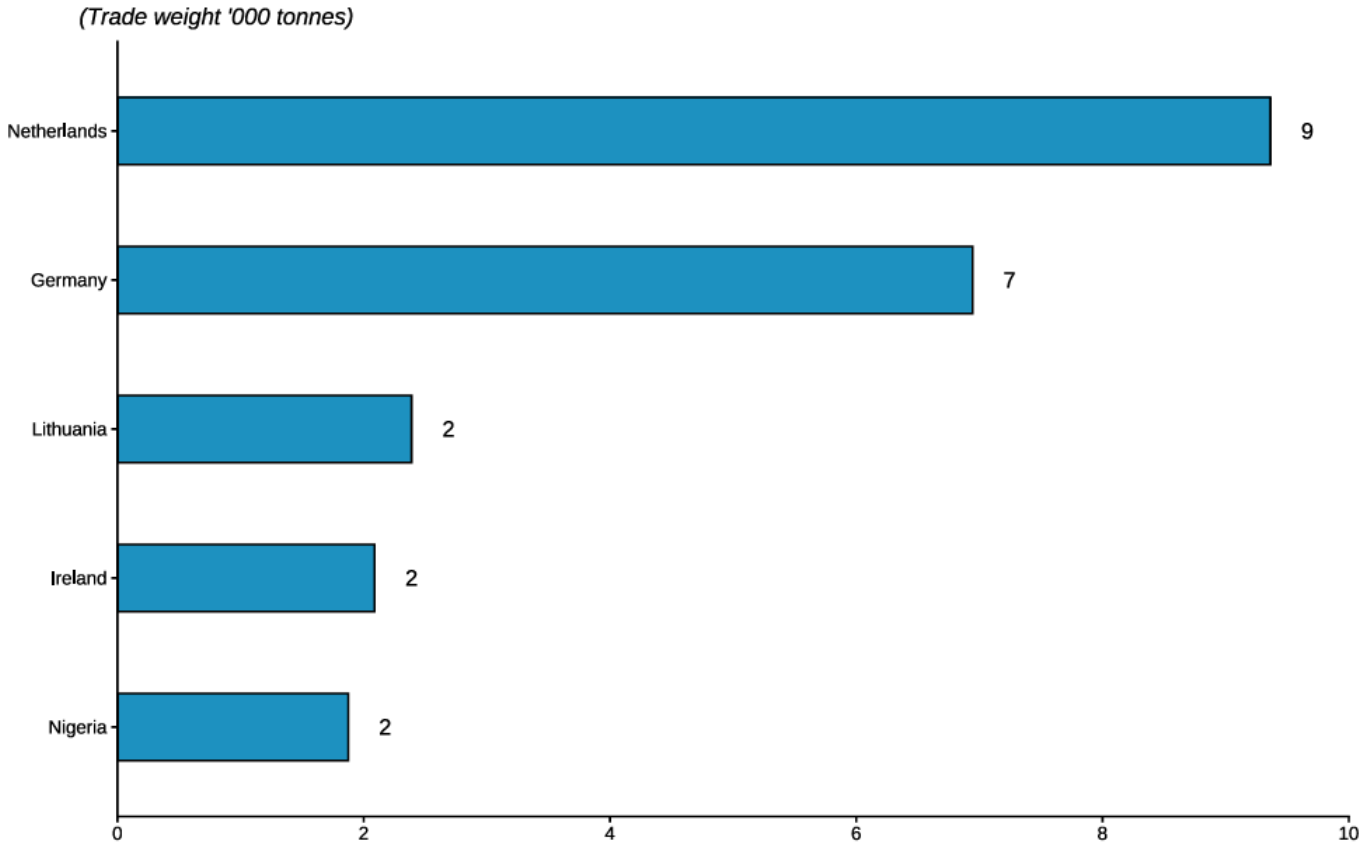
UK exports of Herring

The UK exported 29.1 thousand tonnes of Herring in 2025. This is a decrease of 1.4 thousand tonnes, or down by 5%, compared to 2024. Herring accounted for 8% of all UK exports of fish and fish preparations in 2025.

The value of UK exports of Herring was £41.2 million in 2025. This is an increase of £2.6 million, or up by 7%, compared to 2024. Herring accounted for 2% of the total value of UK exports of fish and fish preparations in 2025.

The UK exported more Herring in 2025 than it imported. In 2025, the UK imported 3.5 thousand tonnes of Herring. Therefore, the UK was a net exporter of this species in 2025.

Figure 4.10: Top five UK export markets for Herring in 2025



The top five markets the UK exported Herring to in 2025 were the Netherlands, Germany, Lithuania, Ireland and Nigeria.

Together, the total weight of UK exports of Herring to these markets was 22.7 thousand tonnes and accounted for 78% of all UK exports of Herring in 2025.

The total value of UK exports of Herring to these five markets was £31.5 million and accounted for 77% of the total value of all UK exports of Herring in 2025.

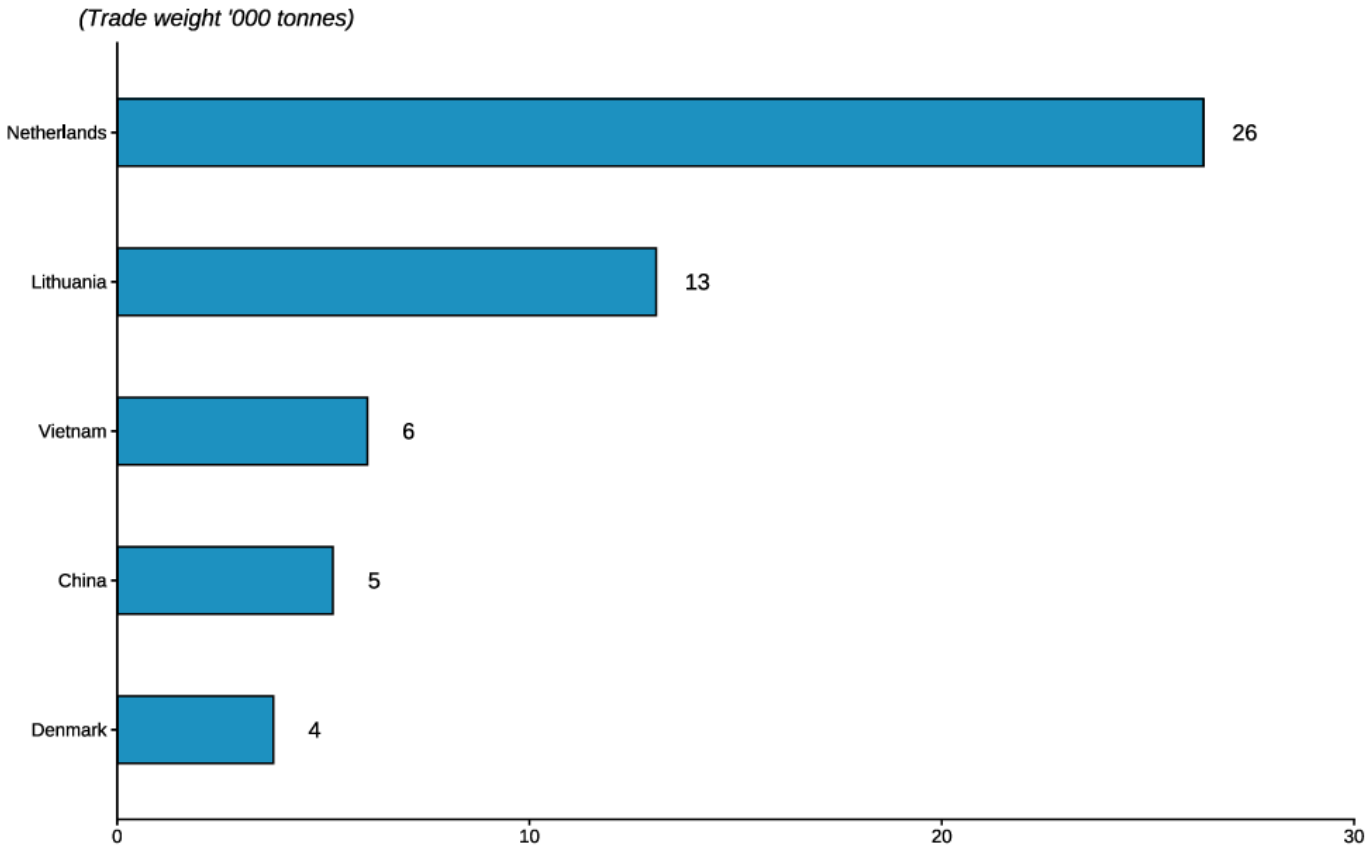
UK exports of Mackerel

The UK exported 75.8 thousand tonnes of Mackerel in 2025. This is a decrease of 7.4 thousand tonnes, or down by 9%, compared to 2024. Mackerel accounted for 21% of all UK exports of fish and fish preparations in 2025.

The value of UK exports of Mackerel was £213.6 million in 2025. This is an increase of £50.1 million, or up by 31%, compared to 2024. Mackerel accounted for 11% of the total value of UK exports of fish and fish preparations in 2025.

The UK exported more Mackerel in 2025 than it imported. In 2025, the UK imported 13.0 thousand tonnes of Mackerel. Therefore, the UK was a net exporter of this species in 2025.

Figure 4.11: Top five UK export markets for Mackerel in 2025



The top five markets the UK exported Mackerel to in 2025 were the Netherlands, Lithuania, Vietnam, China and Denmark.

Together, the total weight of UK exports of Mackerel to these markets was 54.5 thousand tonnes and accounted for 72% of all UK exports of Mackerel in 2025.

The total value of UK exports of Mackerel to these five markets was £155.1 million and accounted for 73% of the total value of all UK exports of Mackerel in 2025.

UK exports of fish products

The UK exported 18.0 thousand tonnes of fish products[33] in 2025, which was down by 19% (a decrease of 4.3 thousand tonnes) compared to 2024. Of all fish products exported, 54% 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 385.8 thousand tonnes. This is a decrease of 16.7 thousand tonnes, or down by 4%, compared to 2024.

The value of UK exports of fish products was £22.1 million in 2025, which was down by 6% (a decrease of £1.5 million) compared to 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 £2,009.6 million, or £2.0 billion, in 2025. This is an increase of £28.6 million, or up by 1% compared to 2024.

UK Trade in Salmon

Salmon was the only species where both UK imports and UK exports were both greater than 20 thousand tonnes 2025. 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 221.2 thousand tonnes. This was an increase of 10.1 thousand tonnes, or up by 5%, compared to 2024. Trade in Salmon accounted for 22% of all UK trade of fish and fish preparations in 2025.

The value of total UK trade of Salmon was £1,648.0 million (£1.6 billion) in 2025. This was a decrease of £46.4 million, or down by 3%, compared to 2024. Trade in Salmon accounted for 29% of the total value of all UK trade in fish and fish preparations in 2025.

In 2025, 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 25.7 thousand tonnes.

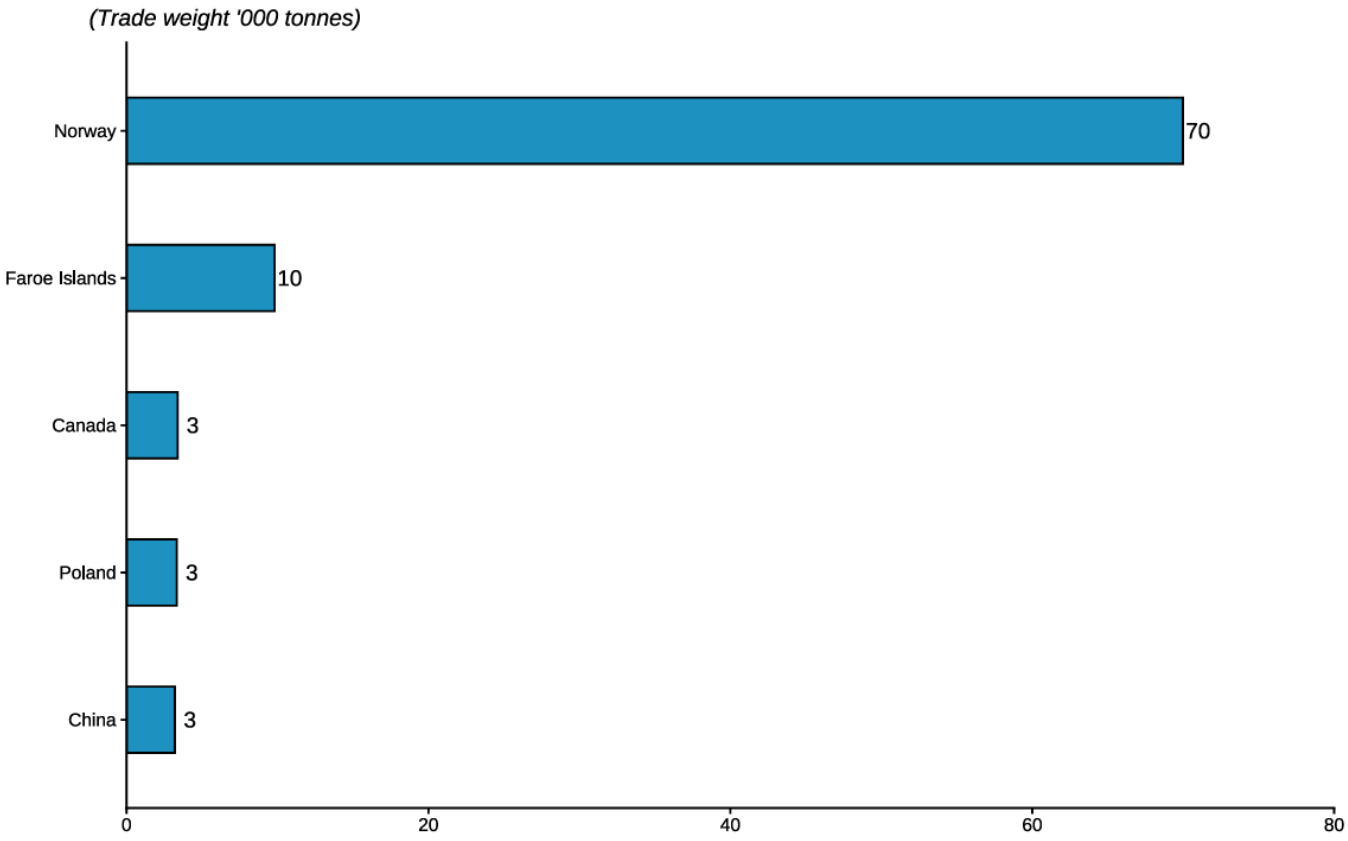
[33] Fish products includes fish meal, flours and oils.

UK imports of Salmon

The UK imported 97.8 thousand tonnes of Salmon in 2025. This is an increase of 2.8 thousand tonnes, or up by 3%, compared to 2024. Salmon accounted for 15% of all UK imports of fish and fish preparations in 2025.

The value of UK imports of Salmon was £722.9 million in 2025. This is a decrease of £20.7 million, or down by 3%, compared to 2024. Salmon accounted for 19% of the total value of UK imports of fish and fish preparations in 2025.

Figure 4.12: Top five UK import markets for Salmon in 2025



The top five markets the UK imported Salmon from in 2025 were Norway, Faroe Islands, Canada, Poland and China

Together, the total weight of UK imports of Salmon from these markets was 89.7 thousand tonnes and accounted for 92% of all UK imports of Salmon in 2025.

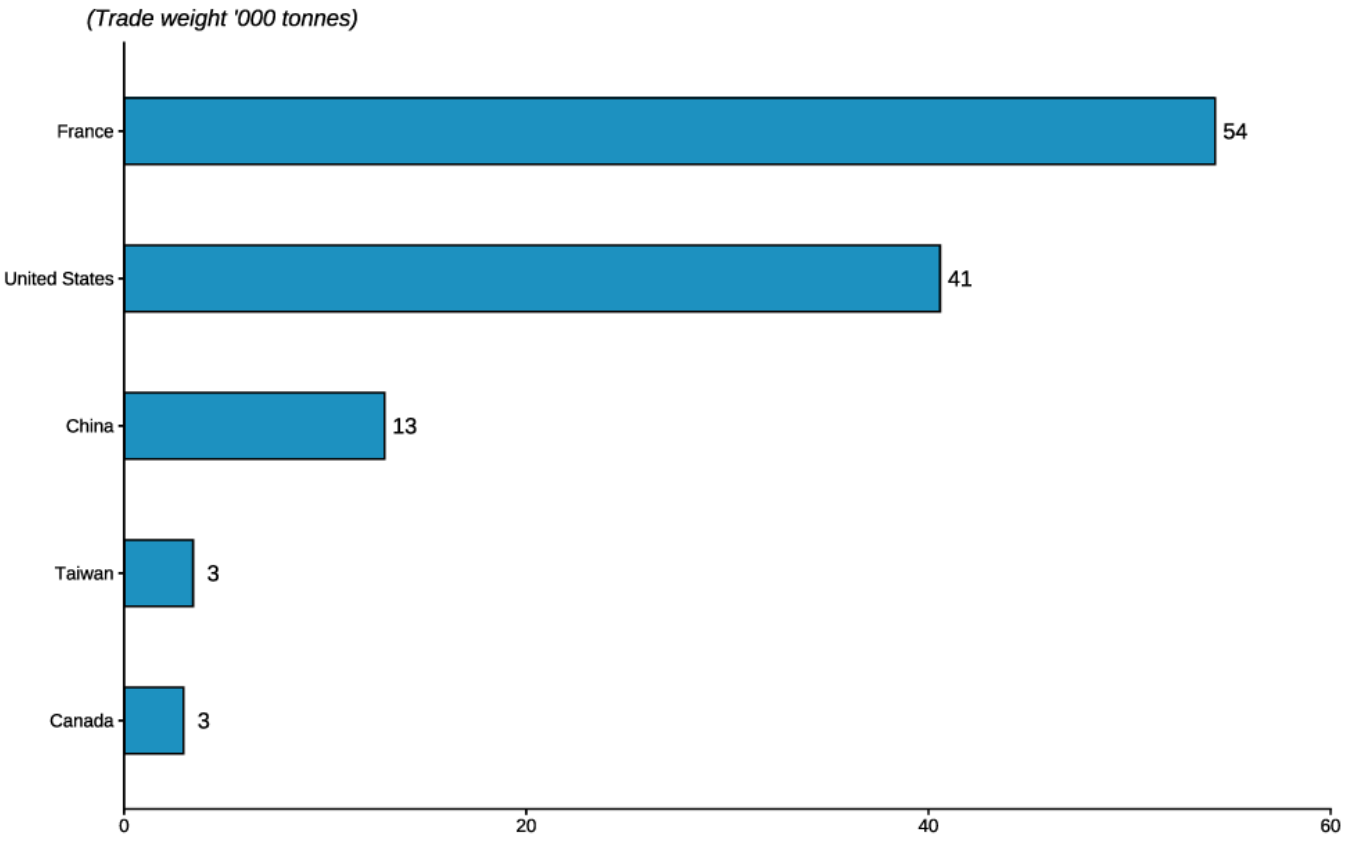
The total value of UK imports of Salmon from these five markets was £659.9 million and accounted for 91% of the total value of all UK imports of Salmon in 2025.

UK exports of Salmon

The UK exported 123.4 thousand tonnes of Salmon in 2025. This is an increase of 7.3 thousand tonnes, or up by 6%, compared to 2024. Salmon accounted for 34% of the total value of UK exports of fish and fish preparations in 2025.

The value of UK exports of Salmon was £925.2 million in 2025. This is a decrease of 25.7 million, or down by 3%, compared to 2024. Salmon accounted for 47% of the total value of UK exports of fish and fish preparations in 2025.

Figure 4.13: Top five UK export markets for Salmon in 2025



The top five markets the UK exported Salmon to in 2025 were France, the United States, China, Taiwan, Canada

Together, the total weight of UK exports of Salmon to these markets was 114.2 thousand tonnes and accounted for 93% of all UK exports of Salmon in 2025.

The total value of UK exports of Salmon to these five markets was £870.2 million and accounted for 94% of the total value of all UK exports of Salmon in 2025.

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 2025 was £960 million. This was an increase of 5% compared to 2024.

The GVA for fishing accounts for 4.9% of the total GVA for agriculture, forestry and fishing[34], which is the same as the previous year.

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

Annex A: ICES data

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.

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[35] The number of fishers for Scottish vessels will continue to be published as part of the Scottish Sea

[35] Section 1 - Fleet - GOV.UK

Fisheries Statistics[36], and Seafish have published information about employment in the fishing industry in the Economics of the UK Fishing Fleet[37].

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.

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 was changed for 2024. Provisional landing data[38] 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[39] 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 and 2025 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 2025 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

[36] Sea fisheries statistics - gov.scot
[37] Economics of the UK Fishing Fleet - 2024
[38] https://www.gov.uk/government/collections/monthly-uk-sea-fisheries-statistics
[39] UK Sea Fisheries Statistics: Catch Recording Data Statistical Quality Assessment - GOV.UK

annual average price per tonne was applied to the relevant live weight landings to produce estimated landed value.

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.

As part of quality assurance checks, these statistics have been cross checked with Scottish Sea Fisheries Statistics 2025, to determine where there are any material differences in the total volume or value landed both by Scottish flagged vessels and landings of all vessels into Scotland. There are minor differences between the totals in both releases. This is likely caused by a difference in time each data extract was pulled from the UK live reporting database as well as small differences in methodologies for handling extreme prices and zero value landings. The differences can be proportionally larger when looking at breakdowns of the data for example at a species level, these larger differences are due to small changes in small numbers so proportionally show a larger impact.

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_2021_2025* 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[40] 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 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.

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

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-2025

Statistics at MMO

- All MMO statistical releases can be found linked here: https://www.gov.uk/government/organisations/marine-management-organisation/about/statistics

MMO Official Statistics publications

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

MMO Management information publications

- 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

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/web/products-key-figures/w/ks-fk-22-001

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[41] 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

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