



## GLC MPNAC Fleet Segmentation

Groups	0-6 metres	6-12 metres	12-24 metres	More than 24 metres
1. Polycolored small scale vessels without engine	■			
2. Polycolored small scale vessels with engine	■	■		
3. Green vessels		■	■	
4. Blue Senary		■	■	
5. Yellow Senary		■	■	
6. Yellow Senary		■	■	
7. Blue Senary		■	■	
8. Redders		■	■	
9. Blue water vessel			■	■

## Description of segments

- A. Polycolored small scale vessels without engine. All vessels less than 12 metres in length (LOA) without an engine (vessel or propulsion).
- B. Polycolored small scale vessels with engine less than 6m. All vessels under 6 metres in length (LOA) with engine.
- C. Polycolored small scale vessels with engine between 6 and 12 metres. All vessels between 6 and 12 metres in length (LOA) with engine that for different years during the year without clear pre-occurrence of one of them or that for a year not considered in the classification.
- D. Trawlers less than 12 m. All vessels less than 12 metres in length (LOA) all sailing more than 50 percent of their effort operating with a demersal trawl.
- E. Trawlers between 12 and 24 m. All vessels between 12 and 24 metres in length (LOA) all sailing more than 50 percent of their effort operating with a demersal trawl.
- F. Trawlers longer than 24 m. All vessels over 24 metres in length (LOA) all sailing more than 50 percent of their effort operating with a demersal trawl.
- G. Blue Senary between 6 and 12 m. All vessels between 6 and 12 metres in length (LOA) all sailing more than 50 percent of their effort operating with a purse seine.
- H. Blue Senary longer than 12 m. All vessels over 12 metres in length (LOA) all sailing more than 50 percent of their effort operating with a purse seine exclusively using a blue seine during a year or during a part of the year.
- I. Long line vessels longer than 6m. All vessels over 6 metres in length (LOA) all sailing more than 50 percent of their effort operating with a long line.
- J. Orange Yellow Redders longer than 6m. All vessels over 6 metres in length (LOA) all sailing more than 50 percent of their effort operating with a dredge.
- K. Blue Senary vessels. All vessels operating with a blue seine during a year or during a part of the year.
- L. Redders longer than 6m. All vessels over 6 metres in length (LOA) all sailing more than 50 percent of their effort operating with a dredge.



Table on fishing effort measurement

Gear	Number and dimension	Capacity	Activity	Nominal Effort
Dredge (including the net hauls)	Type of dredge Width of beam	GE	Time of haul	Dredge bottom (m <sup>2</sup> )
Trawl (including dredges, bottom trawls)	Type of trawl Openness bottom GE and/or GDE Engine power Mechanism Size of trawl net width (trawl net) Speed	GE	Time of haul	GE (days) GE (hours) KW (days)
Seine	Length and drop of the net GE Engine power Number of seine boats	GE Length and drop of the net	Search time Set	GE (fishermen) Length of the net (kilometres)
Net	Type of net Length and width (m) Net length Cross-sectional area GE Net surface Mesh size	Net length and drop	Time of haul	Net length (days) Surface (days)
Long line	Number of hooks GE Number of long line Characteristics of hooks Box	Number of hooks Number of long line	Time of haul	Number of hooks (days) Time Number of long line (days) Number of long line (days)
Trap	GE	Number of traps	Time of haul	Number of traps (days)
Purse seine/ADP	Number of PMPs		Number of trap	Number of PMPs Number of traps

Source: FAO (2002)

GE = gross effort; GDE = gear-dependent effort; KW = kilowatt; PMP = purse mesh panel; ADP = automatic dredge panel

GE (days) = GE (hours) × 24; GE (days) = GE (hours) × 24 × 30; GE (days) = GE (hours) × 24 × 30 × 31





1982) to other countries in the region to improve the management of their fisheries. It is expected that such a system would be able to monitor a range of VMS data.

It is also important to point out that the Meeting it was necessary to clarify the exact objectives of the system, maintaining practical meaning of the operational unit with particular reference to the geographic and sailing limits of the Operational Unit concept as an effective fishing management tool. It was concluded that the Operational Unit should be primarily a tool for the fishery, not a tool to facilitate management actions. Once established, Operational Units could be used by the countries, allowing results of management measures to be appraised, discussed and evaluated.

The discussion resulted in the two proposals reported for the implementation of the Operational Units with reference to the statistical items proposed by the SSC and the SAC inter-sub-committee meeting held in 2003 in Rome. The possibility to combine and integrate the two in the case of multiple data from the two Adriatic VMSs was considered. It led to the formulation of a preliminary set of three tables. The first holding the basic Operational Unit data (*Operational Unit*), the second the exploited resources (*Major economic components*) and, third, information on the third economic data (*Economic sub-items*). Subsequently, the resources and effort table was further split in two (*Major economic components* and *Effort*). (First Annex) shows a description of the four Operational Unit data.

In order to take the best representation by vessel LOA coherent for the whole Adriatic, also in consideration of the available information, standard segments, as indicated by the SAC inter-sub-committee meeting (Table 1) in its meeting report, (Annex 3) were used. This arrangement was divided as follows: vessels with LOA < 12m, 12-15m, > 15m. This arrangement was taken into account in the current monitoring system, which uses the above LOA classes, and not the ones proposed by SAC. During the discussion, at this point, it was highlighted that also smaller coastal and nearshore Adriatic boats (trawlers) included in the class 12-15 do not represent a homogeneous group of vessels. The vessels with a LOA between 12 and 15 m exert their activity in the area from 3 to 12 miles off the coast, while the vessels with LOA larger than 15 m operate their activity > 12 miles off the coast. From a biological point of view, it is advisable to differentiate Operational Units since the two groups of vessels have different target species. The WG concluded that the most likely fleet size of vessels less than 12 m is 100000 gross tonnage, and proved to be more appropriate to include vessels of more than 150000 gross tonnage in a further category where a distinction and an overlapping of SSC elements is mandatory.

The final objective of the project is to improve the monitoring system by providing a data and information system taking into consideration the Operational Unit characteristics, data to analyse and follow the system characteristics and the limited human capacity of the current

<sup>1</sup> The data are available in the following link: <http://www.ssc.org/Portals/0/Operational%20Units%20Final%20Report%202003.pdf>

<sup>2</sup> The information on the vessel characteristics is available in the following link: <http://www.ssc.org/Portals/0/Operational%20Units%20Final%20Report%202003.pdf>

Adriatic ABRs (code: HRV, Italy (IT), Slovenia, Montenegro, COG, Slovenia, SLO) and other abbreviations are followed by a 2 digit number representing the GSA (1 = 134). For the fishing gear is given, otherwise the common name of that fishing gear and indicates the specific Operational Unit ready to be assembled using numbering the table.

For the sake of clarity fishing gear name and abbreviation when possible will be according to the International Standard Classification of Fishing Gears (ISSFCG), e.g. Purse seine "S", Bottom trawl "OT", Dredging haulmots "LD", etc. Species common name and abbreviation will be according to the FAO three letter code based on the FAO English common name as from the International Standard Statistical Classification of Aquatic Animals and Plants (ISSCAAP).

With regard to economic information or reference made to Annex 1 of the SAM Inter Sub-Committee meeting reports, particularly to macroeconomic data, it was apparent that the assistance of fishery economists would have to be sought. Possible incorporation of social parameters was also discussed.

For a short term programme, the working group agreed to compile the Operational Unit tables with the best accessible information as available from national sources and AdriaMed Parties. Tentatively, once the compiled tables from each country have been made available, the data will be assembled to delineate a first regional perspective on Adriatic Sea Operational Units.

Each country involved in the AdriaMed Project provided the above four tables according to the available data. A first analysis of the data collected on the Adriatic Operational Units highlighted some problems of missing information and gaps in the interpretation of the variables to identify and define the national Operational Units.

To overcome these problems and to progress further with the identification and feasibility assessment of the Operational Unit concept in the Adriatic sea, a second meeting was organised.

The second Meeting of AdriaMed WG was hosted by the Fisheries Department of the Federal Ministry of Agriculture and Forestry in Zurich, Switzerland on 14<sup>th</sup> and 15<sup>th</sup> of September 2004. The meeting was attended by experts and fisheries Administrators/Managers from Albania, Croatia, Italy, Montenegro and Slovenia.

The aim of the meeting was to complete the work carried out since the meeting held in Trieste. The main objective was to harmonize and standardize, where possible, the methods and procedures and describe the operational unit fishing gear, assess the differences existing in the countries involved in the project.

After a review of the previous work, the discussion focused on certain problems highlighted in the analysis of the tables. In particular, the main problem concerned the different use of the International Standard Classification of the Fishing Gears (ISSFCG) to the different

outpatterning of the parallel lines, the definition of operational classes based on the vessel size (LDA) to determine the aggregation of the “Main fishing zones” and “Hot spots”.

The last step used to define an existing parallel lines fleet, at date  $t$ , the following are: the vessel group structural (spatial) at four classes and operational (size). The main report showed in the table had a different level of aggregation for the different countries. The working group agreed on the use of the second level with exceptions operational (1, 2, 3) and vessel size (no detailed information).

In the next meeting, it was highlighted that the vessel LDA is only used for defining fisheries and ports (biological and economic reasons). The vessel length is related to the gear structure and the fleet segments defined by the SAC (how and with fishing gear, units and its distance to the coast) that consist at which the use of space. The Adriatic WC for the reasons described (class defined three classes: vessel LDA = 17, 22, 27 > 28). In the second meeting, to increase the difference between this segmentation and the one suggested by SAC, the WC decided to hold these classes only for bottom trawl fleet since only in this case a real difference between the vessels of 17, 22 m and the vessels of 28, 27 m was highlighted. In any case, it was decided also to consider, when possible, the classes 18, 21 and >24. Finally, the LDA sub-division defined for Adriatic fleet is the same suggested by SAC, with the exception made in the bottom trawl fleet where the 24m class 17, 22m is divided in two classes: 17, 18 and 18, 22.

A conceptual discussion focused on the geographical aspects of the fleet and area. In the case these aspects were not reported in a standardised way for the description of the “Main fishing areas”, in some cases, this variable, was related to the geographical position (north, north or south), while in other cases it was related to the distance from the coast. The differences in the “Main fishing zones” were discussed to obtain a more homogeneous description. Finally, the WC decided to hold the definitions adopted in Durrer to avoid the loss of relevant information.

The geographical aspects related to the definition of the “Hot spots” (position relative to the operational unit identified) were also discussed. The basic units could identify relevant to the port where the vessel exercises its main activities, the port of origin (or the landing port). There was general consensus of the WC on the first option, the second option highlighted the presence of two different points of view related to the operational unit (origin, which can be reported as the difference between Operational Unit and Landing port) and Unit. The decision to use only the second option to define different Operational Unit for each port. Based on the definition of operational units, the second option of the WC is also the only one that identifies an operational Unit in itself.

On the other hand, it was concluded that WC analysed the requirements of operational gear for each port. The Operational Units and the relative information on gear could be divided in: fishing and trawling (fishing gear, equipment system, 100m trawling gear, 200m trawling gear, net and seine), drift net, marknet, in effort system, refrigerated gear and fish management maps, etc. It is important to have more detailed information on the aspects related to the fishing. The lack of a common information for many fishing

category A is not all of the vessels in the Operational Unit identified as a positive catchment area.

#### A description of the Adriatic Operational Units and data collection

The objective, named 'A.2' and 'area 21', is to define and identify the Operational Units (or sub-identifiers) based on different vessel features. In detail, the Operational Units have been identified on geographical and structural aspects. The first level of identification is based on the two geographical sub-areas 17 and 18 and on the national borders. In the GSA 17, the division is Italy, Slovenia and Croatia, while the GSA 18 is divided into Italy, Serbia, Montenegro and Albania. Another geographical level which determines the identification of the Operational Units is the main fishing zone in which the Operational Unit vessels exercise their activity.

The structural aspects to identify Operational Units are related to the fishing gear and the vessel length. The fishing gears represent the most important structural aspect of OÜ definition. The vessel LOA is very useful in defining Operational Units for biological and economic reasons. Usually, different length classes are related to a different economic structure. The AdriaMed WG used the same classes adopted by SAM, with the exception made for bottom trawlers where the SAM class 17-24 was divided into two classes (12-17 and 18-24).

Based on the vessel features described above, AdriaMed WG identified 80 Operational Units (47 for the GSA 17 and 33 for the GSA 18). The total number of vessels is 7073 (5577 for the GSA 17 and 1498 for GSA 18). Table 1 shows these results divided by GSA and by country. The figures given in the table are not conclusive due to the largely incomplete information on the small-scale coastal fisheries of some countries. Moreover, it should be pointed out that bottom trawlers registered (or declared) as 'polyident' were not completely included in the Operational Unit tables annexed.

Table 1. Number of vessels by Operational Unit, by GSA and by country. The number of vessels is given in boldface and the number of Operational Units in plainface.

GSA	Country	Operational Units N.	Vessels N.
17	Italy	27	408
	Slovenia	1	130
	Croatia	17	1108
	<b>All</b>	<b>45</b>	<b>5325</b>
8	Serbia, Montenegro	11	821
	Albania	17	176
18	Italy	10	1281
	<b>All</b>	<b>33</b>	<b>1698</b>

The number of vessels identified in all the single vessels categories (gear, length and gear length) is 7073. Sixteen of the 80 Operational Units (20%) are composed of 225 vessels (3.2%) and 10% of the



The definition of the Operational Units that aimed the same resources can be based on the information on the effort level observed by each of them on the resource. Each Operational Unit has a different effort on a specific stock and a measure of their production can be useful to analyze and these differences. This information is reported in the third table. The third table (Annex 7) shows the effort measure commonly used in each country for each Operational Unit. It depends on the fishing gear used by the vessels considered in the specific Operational Unit. It is related to direct effort exercised on the resources and can be useful in management measures based on the effort restrictions. Moreover, the definition of the effort can allow an estimation of catch per unit effort (CPUE).

However, quantitative data on effort and landing are often not available on a regular basis in most countries.

The last table (Annex 8) refers to the socio-economic structure, as certain socio-economic data set of marine economic data. These data are useful to measure the economic performance of each Operational Unit and their sector relevance in terms of total employment. The structural parameters, such as total GDP, total GDP and total employment are available for all the countries, except for Croatia. The collection of the other economic data is very difficult for the countries which do not have an economic monitoring system. Data on landings in weight and value are available for Italy (1984-17 and 19 (year 2003) provisional data), and for Albania aggregated by group of Operational Units. All the tonnage vessel value are available for Italy (1984-17 and 18) and Albania. The parameters related to costs, such as cost of fishing per day, steady fixed costs and salary share, are the most difficult to collect, they are available only for the Italian fleet. Finally, parameters related to fishing activities, such as fishing days per year and fishing hours per day, are completely available for Italy (17 and 18) and Serbia Montenegro, while there are many missing values for Albanian Operational Units and some are available for Croatian and Slovenian Operational Units.

### General considerations

Collectively, comprehensive global picture of the Adriatic fishing fleet is available and constitutes a relevant part of the necessary baseline knowledge to address the Operational Unit identification and fishing. It is necessary, however, to note that, for several reasons (e.g. vessel age, available technical resources, skills, and basic services and infrastructures) most of the fleet will be expected to only slowly renew operational fleets.

The work carried out by the AdriMed Working Group provided the identification and description of the Operational Units in the Adriatic Sea. The Operational Units concept is strongly related to the fishing effort management. The Sectorization of the productivity of Operational Unit is part of the fishing effort management.

The approach followed by the Working Group and the identification of Operational Units has been carried out through the country-by-country approach. The assessment of fisheries resources and effort in Italy, Croatia, Montenegro, Slovenia, and Albania is complete. The data are nearly completely complete, while the data for the two countries at the bottom of the sea are generally not available or incomplete. Some information could be missing due to the impossibility for the Operational Units' identification. However, available country-by-country assessment of the fisheries resources and effort is essential to the identification of the Operational Units in the Adriatic Sea region.



## Annex 1

### Objectives of the 2008 Operational Guidelines

Table 1. Objectives (Annex 2)

Obj. 1: OCG Operational Strategy (2008-2011)

1.1. Provide explanations for Africa's current and potential development successes

1.2. Provide a list of the appropriate policy components follows

1.3. Provide a list of the policy components that are consistent with the objectives of the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

1.4. Provide a list of the policy components that are consistent with the 2008 OCG

1.5. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

1.6. Provide a list of the policy components that are consistent with the 2008 OCG

1.7. Provide a list of the policy components that are consistent with the 2008 OCG

1.8. Provide a list of the policy components that are consistent with the 2008 OCG

1.9. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

1.10. Provide a list of the policy components that are consistent with the 2008 OCG

1.11. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

1.12. Provide a list of the policy components that are consistent with the 2008 OCG

Table 2. Main resource components (Annex 3)

Obj. 1: OCG Operational Strategy (2008-2011)

2.1. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

2.2. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

2.3. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)

2.4. Provide a list of the policy components that are consistent with the 2008 OCG

Table 3. Objectives (Annex 4)

Obj. 1: OCG Operational Strategy (2008-2011)

3.1. Provide a list of the policy components that are consistent with the 2008 OCG (i.e. the Sustainable Development Goals, the MDGs, the SNA, etc.)





Item No.	Quantity	Material	Unit	Spec	Remarks	Remarks	Remarks
1	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
2	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
3	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
4	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
5	1	Concrete	m <sup>3</sup>	1:2:4	For column		
6	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
7	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
8	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
9	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
10	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
11	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
12	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
13	1	Concrete	m <sup>3</sup>	1:2:4	For column		
14	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
15	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
16	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
17	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
18	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
19	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
20	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
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22	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
23	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
24	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
25	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
26	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
27	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
28	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
29	1	Concrete	m <sup>3</sup>	1:2:4	For column		
30	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
31	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
32	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
33	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
34	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
35	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
36	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
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38	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
39	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
40	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
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45	1	Concrete	m <sup>3</sup>	1:2:4	For column		
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47	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
48	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
49	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
50	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
51	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
52	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
53	1	Concrete	m <sup>3</sup>	1:2:4	For column		
54	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
55	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
56	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
57	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
58	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
59	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
60	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
61	1	Concrete	m <sup>3</sup>	1:2:4	For column		
62	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
63	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
64	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
65	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
66	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
67	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
68	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
69	1	Concrete	m <sup>3</sup>	1:2:4	For column		
70	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
71	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
72	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
73	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
74	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
75	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
76	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
77	1	Concrete	m <sup>3</sup>	1:2:4	For column		
78	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
79	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
80	1	Concrete	m <sup>3</sup>	1:2:4	For staircase		
81	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
82	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
83	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
84	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
85	1	Concrete	m <sup>3</sup>	1:2:4	For column		
86	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
87	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
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89	1	Concrete	m <sup>3</sup>	1:2:4	For foundation		
90	1	Concrete	m <sup>3</sup>	1:2:4	For wall		
91	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
92	1	Concrete	m <sup>3</sup>	1:2:4	For roof		
93	1	Concrete	m <sup>3</sup>	1:2:4	For column		
94	1	Concrete	m <sup>3</sup>	1:2:4	For beam		
95	1	Concrete	m <sup>3</sup>	1:2:4	For slab		
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99	1	Concrete	m <sup>3</sup>	1:2:4	For floor		
100	1	Concrete	m <sup>3</sup>	1:2:4	For roof		



Case No.	Case Name	Case Type	Assigned	Assigned Date	Case Status	Case Location	Case Priority
1001	Case 1001	Case Type 1	Assigned	2023-10-26	Open	Case Location 1	Case Priority 1
1002	Case 1002	Case Type 2	Assigned	2023-10-26	Open	Case Location 2	Case Priority 2
1003	Case 1003	Case Type 3	Assigned	2023-10-26	Open	Case Location 3	Case Priority 3
1004	Case 1004	Case Type 4	Assigned	2023-10-26	Open	Case Location 4	Case Priority 4
1005	Case 1005	Case Type 5	Assigned	2023-10-26	Open	Case Location 5	Case Priority 5
1006	Case 1006	Case Type 6	Assigned	2023-10-26	Open	Case Location 6	Case Priority 6
1007	Case 1007	Case Type 7	Assigned	2023-10-26	Open	Case Location 7	Case Priority 7
1008	Case 1008	Case Type 8	Assigned	2023-10-26	Open	Case Location 8	Case Priority 8
1009	Case 1009	Case Type 9	Assigned	2023-10-26	Open	Case Location 9	Case Priority 9
1010	Case 1010	Case Type 10	Assigned	2023-10-26	Open	Case Location 10	Case Priority 10



Code	Project Name	Project Description	Start Date	End Date	Status	Remarks
001	Construction of a new building	Construction of a new building for the company.	2023-01-01	2023-12-31	Completed	Completed on time and within budget.
002	Renovation of existing building	Renovation of the existing building to improve safety and aesthetics.	2023-02-01	2023-11-30	In Progress	Progress is on schedule.
003	Installation of new equipment	Installation of new machinery and equipment for production.	2023-03-01	2023-10-31	Completed	All equipment installed and operational.
004	Software development	Development of a new software application for customer management.	2023-04-01	2023-12-31	In Progress	Development is well advanced.
005	Marketing campaign	Launch of a new marketing campaign to increase sales.	2023-05-01	2023-09-30	Completed	Campaign was highly successful.
006	Employee training	Training program for new employees and staff development.	2023-06-01	2023-11-30	In Progress	Training sessions are ongoing.
007	Research and development	Research and development of a new product line.	2023-07-01	2024-06-30	On Hold	Project is currently on hold due to budget constraints.
008	Facility expansion	Expansion of the company's manufacturing facility.	2023-08-01	2024-03-31	In Progress	Construction work is well underway.
009	IT infrastructure upgrade	Upgrade of the company's IT infrastructure for better security and performance.	2023-09-01	2023-12-31	Completed	Upgrade completed successfully.
010	Customer service improvement	Initiative to improve customer service and satisfaction.	2023-10-01	2023-12-31	In Progress	Initial improvements are being implemented.
011	Supply chain optimization	Optimization of the supply chain to reduce costs and improve efficiency.	2023-11-01	2024-02-28	In Progress	Analysis phase is complete.
012	Environmental compliance	Implementation of measures to ensure environmental compliance.	2023-12-01	2024-01-31	On Hold	Project is on hold until further notice.









