

European Commission

Fish / 2006 / 09

**Assessment of the status, development and diversification
of fisheries-dependent communities - Lorient**



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Acronyms

AER	Annual Economic Report
AUDELOR	Agence d'Urbanisme et de Développement Economique du pays de Lorient
CEP	Compagnie d'Exploitation des Ports
CRPMEM	Comité Régional des Pêches et des Elevages Marins
DCNS	Direction des Constructions Navales et Services
DPMA	Direction de la Pêche Maritime et de l'Aquaculture
FTE	Full-Time Equivalent
GDP	Gross Domestic Product
GVA	Gross Value Added
IDMER	Institut Technique de Développement des Produits de la Mer
INSEE	National Statistical Institute
LMTM	Long Term Management Plan
MSY	Maximum Sustainable Yield
RAC	Regional Advisory Council
SEM	Services d'Economie Maritime (IFREMER)

1. INTRODUCTION

1.1. General description of the location

The study area lies within the *Pays de Lorient*. In France, the *Pays* are human and economical geographical territories gathered around common development projects. There are subdivisions of larger administrative units *departements* (NUTS 3).

The « Pays de Lorient » is located on the south coast of the Brittany region (NUTS 2), in the *department* Morbihan (NUTS 3). The area hosts about 212,000 inhabitants. Most of this population is concentrated in the south of the area, close to the sea, in the metropolitan area of Lorient (185 000 inhabitants) of which 58 000 inhabitants live in the city of Lorient.

1.2. Location - Definition

Lorient (lat 47°45 N, long 3°23 W) is located in the French Atlantic coast (Bay of Biscay). It is the headquarters of the South Western Waters RAC.

Located in the western part of the Morbihan *department*, the *Pays de Lorient*, covers an area of about 856 km². It spreads on 45 km out from the sea in the southern part to the hills (altitude about 150 m) in the North and on about a maximum of 33 km from West (Laita) river to East (Etel River). In addition, it includes the island of Groix, located eight kilometers south of the coast.

The French National Statistic Office (INSEE) does not provide data on areas such as *Pays* as it does not match the official administrative units used by the Institute. Therefore, there are no detailed statistics available. However they can be obtained by aggregating statistics for the subgroups of the *Pays de Lorient*:

- the *communauté d'agglomération* (a group of small cities around a larger one) of Lorient where is located most of the total population
- two *communautés de communes* (groups of small cities) respectively Blavet Bellevue Océan and Région de Plouay, Scorff, Blavet.

1.3. Key geographical characteristics of the community

Lorient area spreads out around a *ria* or a *rade* where two rivers (respectively the Blavet and the Scorff) join before flowing into the sea. Therefore, there is a natural sheltered closed bay enlarged by addition of a coastal lagoon: "la petite mer (the small sea) de Gâvres". Moreover the island of Groix, just in front of the entrance of the bay protects the area against South West storms. The western limit is a river (the Laita) and the eastern limit another *ria* (Etel). The following map (Figure 1) shows the geography of the area Pays de Lorient.

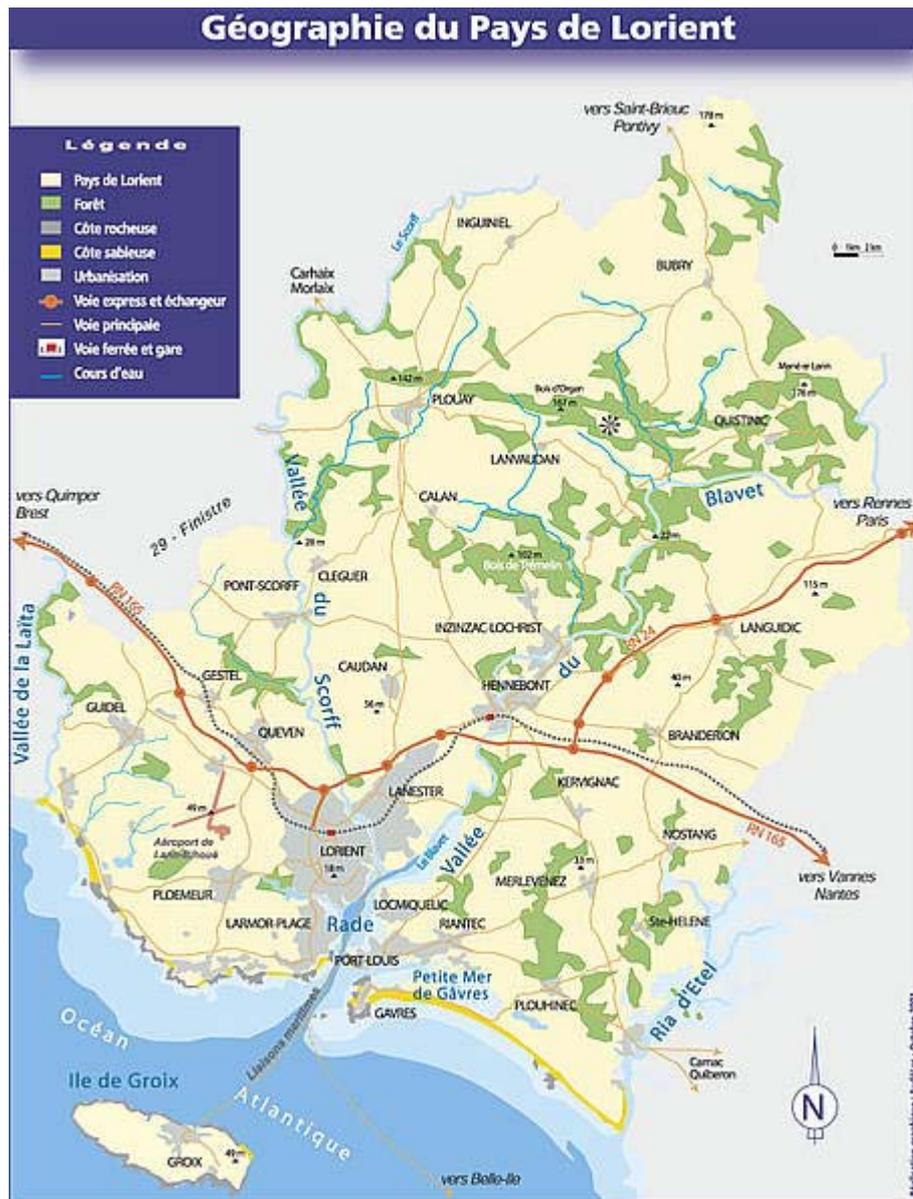


Figure 1: Map of Pays de Lorient. Source: AUDELOR

The climate is oceanic, with moderate average temperatures of 10-12 °C, from 4 to 6 °C for the coldest month to 18-20°C for the hottest one. Average rainfall is about 800 to 900 mm/year and there are about 2,000 sun hours by year.

There were only small scattered villages until 1664 when was created the French East India Company which led to the creation of a port and shipyards, in addition to small fishing port. These marine industries attract a lot of people into the new created city of L'orient ("The Orient"). The company stopped to exist at the end of century 18th and Lorient became a military port. In about 1870 a coal traffic restarted in the commercial harbour.

In century 19th, the island of Groix was one of the first fishing ports in France, but when industrialisation developed, activity moved to Lorient. The auction of Lorient was created in 1889, and a strong development started mainly in 1895 with the development of trawling. Groix remained specialised in catching of tuna with troll lines during the summer and uses also nets during the winter.

The first steam trawler appeared in 1900, progressively followed by other units (16 in 1914) Further development (more than 50 steam trawlers in 1927) led to the building of the new port of Keroman. The quantity of fish landed in the port was about the same that today (about 22 000 tons).

During the Second World War, the city hosted a German submarine base and for this reason was extensively bombed by U.S. and British planes. The city of Lorient was almost entirely destroyed by these bombings.

The city was quickly rebuilt and spread out joining the neighbouring city of Lanester, while Larmor plage developed as a residential district. The fishing villages of Locmiquelic and Port Louis were soon absorbed by the developing agglomeration of Lorient.

This led to the characterisation of the three components of the Pays de Lorient: maritime city (with the commercial, fishing and naval ports), maritime suburbs (leisure harbour, fishing on foot, shellfish farmer, tourist resorts), rural-agricultural in the northern part. In addition, crossing or bordering the area, could be mentioned the dual-carriages way corridor where are gathered a lot of manufacturing industries (of which agro and seafood processing but also marine instrumentation)

2. Demographic Aspects

2.1. Population and population age structure

The population of the Pays de Lorient increased from 205,000 in 1999 to 212,000 in 2006 (dates of census). Lorient area population trends are closed to those noticed for Western Brittany, but lower than Eastern Brittany. The growth was stronger in the Rennes (the major and capital city of Brittany) urban area and in the Vannes one (the 'capital' city of Morbihan county, located east of Lorient, a smaller urban area with about 60 000 inhabitants but with a higher growth). Lorient area suffered from a decrease of employment, mainly in the nineties in fisheries, as in the Navy and naval shipyards.

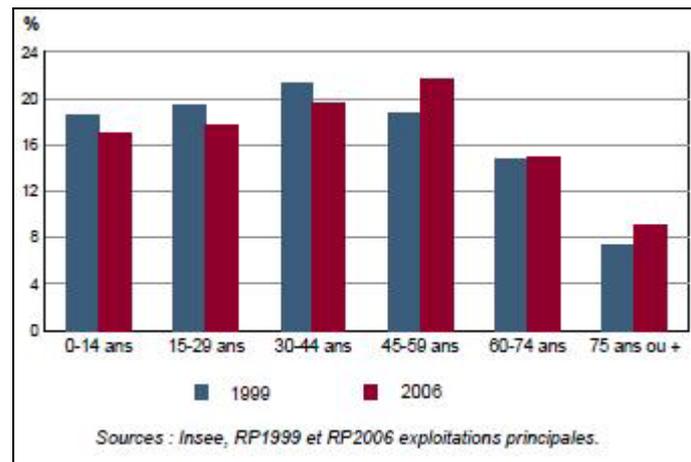


Figure 2: Evolution of the population of Lorient area by age structure between 1999 and 2006 census. Source: INSEE

Between the two census of 1999 and 2006, it can be underlined the decreasing proportion of younger people (under 45 years) and the increase of older ones. Except the decreasing natural growth rate, this is also due to the emigration of young people in other areas or regions and the arrival of old people coming in the area for retirement.

2.2. Ethnicity and migration

The population of the area is mainly French, of which only a small number have foreign origins as most of urban areas in Brittany ; the situation cannot be compared to large cities of France of which mainly Paris metropolitan area. But it can be underlined that French statistics do not identify ethnic composition but separate only French people as per Nationality rules and foreigners.

It can be underlined that Lorient has a strong Celtic tradition. The city is famous for its inter-Celtic music and dance festivals, and its connection with the Celtic world. It has tried to reinforce links with other Celtic region through development of economic connections. Some have been, at least until now, rather successful as the summer direct flights to Galway or Cork. Some others did not succeed as the projected ferry line between Lorient and Gijon in Asturias.

3. Economic Aspects

The current situation is, as generally in France, still difficult. Further to a decreasing trend in between 1999 and 2001, the unemployment rate (11% in 1999) decreased until 2008 (about 8%) but increased to 9% in 2009. Agriculture and some industries are the major declining activities while services and house building developed mainly until 2008. The unemployment rate of the area of Lorient is the highest of the Brittany region, however the impact of the economic crisis has been weaker than in the other area of Brittany; the 2008/2009 unemployment growth rate is about +18 % compared to the more dynamic areas (between +35 and 40 % in Vannes and Auray (eastern Morbihan) and Rennes areas.

This trends is due to a weaker increase of the total active population, and to a less previous dynamism than other regions. For example, construction was far less dynamic in Lorient than in other regions, so when the crisis started, there was a slowdown as in other areas but the decrease was more reduced. Moreover the public sector contributes widely to the employment and is less concerned by the crisis. In addition various other sectors did not suffer too much from the crisis as tourism and the Military naval shipyard, the main single employer in the region, remains in a rather good economic situation. Employment remains stable compared to other cities of Brittany (such as Brest). Moreover, there are various orders of frigates that should allow to keep the staff at the same level (about 1,800). The emerging and dynamic sector of recreational sailing, which developing quickly until 2008, is still hit by the economic crisis in March 2010.

3.1. Importance of economic activities

The lowest territorial unit for which The National Statistical Institute publishes estimates of GDP is the *Département* (NUTS 3). Estimates are published every 5 years and the last figures available are for 2005. The following table (Table 1) indicates that the total GDP of Morbihan was equivalent to € 13.8 billion in 2005. The primary sector, including fishing and aquaculture, contributes to 3.7% of the GDP. The major contributor to GDP is the tertiary sector with services representing 48.5% of the GDP and administration (health, social and military services) another 24.2%. In the absence of GDP information at a lower territorial level, the only possible working assumption is that the GDP of Pays de Lorient has an identical structure, although the contribution of the fishing sector may be higher than at *Département* level.

Table 1: GDP estimates of Morbihan in 2005 in €million

	GDP	% Total
Agriculture, Forestry and Fishing	513	3.7
Industry	2,082	15.1
Construction	1,174	8.5
Services	6,692	48.5
Adminstration	3,341	24.2
TOTAL	13,802	

Source: INSEE

According to INSEE, the average GDP per inhabitant in Morbihan is €22,283. A pro rata estimate of the GDP of the study zone (212,000 inhabitants) would give a figure of €4.7 billion in 2005, approximately 34% of the GDP of Morbihan *Département*. There is no breakdown of GDP by economic sector at this level. Therefore, it will be assumed that it is identical to the breakdown by economic sector at *Département* level, with the primary sector representing about €175 million in 2005.

There are no estimates of the contribution of the fishing and aquaculture industry to the local economy. Based on data detailed in the next sections of this report, the following table (Table 2) presents estimates of gross value added generated by the local fishing and aquaculture industry. The method is to apply to the turnover (a figure that stakeholders know in general) a gross value added rate estimated from AER data for the fishing fleet, FranceAgriMer studies for the primary and secondary processing sub-sectors, and from various sources for other sectors. Estimates for ancillary activities are problematic as there is no information on the breakdown of activities by sector (Military, transport, leisure, etc.). The conservative assumption that maintenance and repairs of fishing vessels is equivalent to 10% of their turnover, with GVA rate of 15% has been made.

In total, the gross value added generated by the fishing and aquaculture sector based in Lorient would be close to €115 million, equivalent to 2.4% of the *Pays de Lorient* GDP estimated above at €4.7 billion (2005). The economic dependency is of a same order of magnitude than employment dependency (2.5%). For comparison purpose, the GVA generated by the tourism sector alone in Lorient has been estimated at €276 million (source AUDELOR, see next sections).

Table 2: Estimates of GVA generated by the fishing and aquaculture industries (2008, in € million)

	Turnover (€million)	GVA Rate	GVA (€million)
Fishing fleet	52		
<i>Industrial</i>	26	35%	9.1
<i>Coastal</i>	26	50%	13
Primary processing	100	14%	14
Secondary processing	340	20%	68
Aquaculture	20	47%	9.4
Ancillary	6	15%	0.9
TOTAL	512		114.4

While the fishing fleet sub-sector and the primary processing sub-sector are closely interrelated (with the ancillary sub-sector to a lesser extent), the aquaculture sub-sector and the secondary processing sub-sector (using exclusively imported raw material) can be assumed to be independents from the other sub-sectors from an economic perspective. However, all activities take advantage, to varying extent, of the infrastructure available in Lorient. This provides opportunities for economies of scale (transport) and also contributes to generate a global offer in seafood products that make the Lorient place attractive to buyers.

3.2. Employment and unemployment

Table 3 shows the employment by economic sector in the Pays de Lorient in 2005 (year of the latest detailed census carried out by the National Statistical Institute INSEE).

Table 3: Breakdown of employment in the Pays de Lorient area by economic sector

	FTE Employment	% Total
Agriculture, Forestry and Fishing	2,120	2.6
Industry	13,246	16.0
Construction	6,348	7.7
Services including:	61,137	73.8
<i>Commerce</i>	11,457	13.8
<i>Services to businesses</i>	9,695	11.7
<i>Services to individuals</i>	5,843	7.1
TOTAL	82,851	

Source: INSEE

The economy is based mainly on services which provide jobs to some 74% of the active population. These sector concerns public services (mainly in the health and social services, but also related to the Navy) and private services (local trade, tourism, ports).

The industry provides jobs to 16% of the active population. The major sectors are the agro food industries (agro and seafood), ship and boat building (mainly for the navy, but also for services, leisure and fisheries), equipment and technology manufacturing.

The agriculture and fisheries-aquaculture production sectors are by far very modest (about 3% of the active population) with 2,120 people employed. According to AUDELOR, there are 1,100 agriculture farms in the area representing 1,300 direct FTEs.

The maritime economy

Lorient host various sector of the maritime economy.

- Fisheries: Lorient is the second fishing port of France after Boulogne s/Mer and the first one of Brittany; it is also the main place in the region for processing of fish products.
- Maritime Trade: Except the year 2009, Lorient is usually the first commercial port of Brittany (with about 3 million tons of oil, grain for cattle, iron). This port provide jobs for 2,000 direct and indirect employees
- Navy: Lorient is a small naval base with only small units, but host also related activities (marine commandos, aero-naval base).
- Ship and boat building and repair with a major and stable one (Navy frigates built by a large shipyard DCNS with 1,800 employees plus approximately 1,000 jobs in private companies subcontracted by the shipyard), and two less developed sectors: a declining one (fishing boats building), a developing one (services boats, competition sailing boats, yachts..). The leisure and competition boat building is a component of a wider nautical industry of about 1,000 employees (200 in boatbuilding plus 800 in ancillary activities).
- Miscellaneous ancillary maritime activities: It can be underlined that there are a lot of ancillary activities which work for the fishing, nautical, naval or other maritime sector. For example, there are companies involved in marine instrumentation which concerns oceanography, satellite beacons and sensors which can be used by research bodies. Some other companies are supplying services to the naval shipyards, to the civilian ones which can built fishing or other types of boats, for the commercial harbour or even to other sectors such as offshore oil and gas exploitation. These ancillary activities are estimated to provide 700 jobs.
- Tourism: A maritime/marine tourism based on the environment (Groix islands, beaches), the sailing sector (several leisure boats ports on the area), and maritime culture represents a very important activity in the area. According to a study completed in 2007, the total added value from this activity is € 276 million, and there are about 7,000 (most of them very small) companies involved partly or fully in this sector. It can be underlined that within this sector, the attractiveness of the maritime sector is important. It is however difficult to assess it precisely as there are non maritime event such as the Inter Celtic music and dance festival which attract 700,000 visitors. However, the area is located close the sea, and the island of Groix is visited by a lot of people; there are several beaches, leisure harbours, nautical centres , but the area also hosts maritime related museums as the Sail centre Eric Tabarly (about 122,000 visitors in 2007), the Museum of the French East Indies Company (62,000), Fisheries museum (on the "Thalassa" ship with 18 000 visitors) and the "eco-museum" of Groix island.

In addition, there is a research development activity concerning fishing gear and fishing stocks (IFREMER), sea food improvement (IDMER), nautical industries and material (University of Western Brittany), naval ships engineering (DCNS industrie).

The fishing sector

The whole fishing industry provides about 2,700 jobs of which about 630 fishermen, 250 shellfish farmers, 400 employees in primary processing, 800 in processing industries and about 700 in maritime ancillary related sector including fishing fleets. Therefore, the whole fisheries and aquaculture sector employment is about 3.3% of the total employment of the area, but 41% of the primary sector (fishermen plus aquaculture jobs equal 880 compared to 2,120 FTEs in the primary sector). This estimate is optimistic as it considers that most jobs in the ancillary sub-sector are dependent on the fishing industry, which is not entirely true (most of the companies provide goods and services to all categories of vessels. It is estimated that about 100 jobs in the ancillary sub-sector are linked to the fishing industry to various extents. Hence, the dependency in terms of employment would be more realistically in the region of 2.5%.

Following a strong decline during the 1985-95 (from 72,000 to 26,000 tons), the quantity of fish products handled by the hall auction was stabilized and even grew slightly in 2003 and 2004 (above 27,000 tons) but then declined again and eventually stays around 22,000 tons (including 15,000 tonnes from the fleet registered in Lorient sold locally, 4,500 tonnes purchased by Port Authority and sold locally, and 2,500 tonnes landed in Lorient by Spanish vessels but sold in Pasajes), as it is in 2009.

But in addition, a far larger quantity of fish transit through the port. The whole quantity of fisheries and aquaculture products using the harbour would be about 65 to 70,000 tons, (Source : SEM).

These fish products sold in the hall auction come from local aquaculture (mainly shellfish farming), from coastal fisheries, from fresh fish caught by large scale and industrial trawlers (trawlers landing in Lorient or in Scotland) which target demersal species of which deepwater ones. In addition some fish (mainly hake) are landed from Spanish trawlers, but not are sold through the hall auction. They just use the facilities and pay *ad valorem* taxes for this service before to be sent in Spain by trucks.

However most of the 65 to 70,000 tonnes are transported by trucks (fresh fish) or freezer containers (shrimp and finfish)

3.3. Infrastructure

Access and communications

The Lorient area is well connected to the French motorway network and there are dual carriage roads in the area which are close to motorways and link Lorient to Rennes and Nantes located about 150 km away from Lorient (Figure 3).



Figure 3: Major road network around Lorient

Given the easy connection to most major motorways, transport time by lorries from Lorient is about:

- 1.5 hours for Rennes or Nantes
- 5 hours to Paris
- About 12 hours to Madrid or Barcelona
- About 14 hours to Milano

Lorient has also an airport, the third largest in Brittany with about 200,000 passengers annually. There are daily direct flights to Paris and Lyon. Lorient is also a commercial port of about three million tons (*soja* for cattle, oil, sand, concrete, iron). It is located 140 km from Nantes-St Nazaire (about 30 million tons).

The public services are well developed in the Lorient area. They include:

- **Health sector:** The Pays de Lorient host several hospitals and clinics of which larger ones are:

- the CHBS (South Brittany Hospital Centre) with two hospitals (one of about 1,000 beds, the other one smaller with a new 200 beds unit planned)
- One private hospital

- One rehabilitation centre (for road accidents victims);
- One private clinic

- Training:

Almost all level of education exist in the Pays de Lorient of which :

- 103 Primary Schools;
- 42 secondary schools of which 9 vocational ones;
- 7 centre for post-secondary school training in various fields(nurse, art, social work,)
- 1 Engineer school
- 1 University: South Brittany University (UBS) located in Lorient and Vannes

In addition:

- 2 centre for vocational initial training
- 5 bodies involved in continuing education

3.4. Local development plans

The overarching Authority for local development plan is the Regional Council (*Région Bretagne*). It has adopted a regional strategy for economic development focusing on:

- Strengthening private sector competitiveness to maintain sustainable employment with emphasis on the major economic sectors of Brittany (electronic, engineering and telecommunications; agro-food industries; car making industry) and other economic sectors estimated pivotal for development including shipbuilding and repair industry, fishing (incl. processing) and recreational sailing.
- Strengthen partnership between the various major economic sectors (networking, support to innovation, training)
- Foster creation of small and medium scale enterprises (SME's), including identification of opportunities, technical assistance to entrepreneurs and information
- Improve attractiveness of Brittany for National and Foreign investors (communication, promotion of opportunities)

The regional strategy addresses the fishing industry through all the main objectives detailed above (competitiveness, support to SMEs, training, attractiveness).

Investments has been made in leisure harbours and passenger harbours, but the major investments concern the conversion of the former submarine naval base (a huge concrete building built by Germans during World War II) in a dedicated place for competition sailing related activities (sailing boat building, related equipment manufacturing, sail museum, landing stage for giant catamarans). Concerning the commercial harbour, works are currently conducted concerning extension of a pier.

Concerning the fishing ports, few investments are been made until 2007. But since, after transfer of ownership from the State to the Region authorities, investments have been made to upgrade the two of the four auction halls for a total cost of €8.5 million (€2.5 million plus €6 million). In addition, a quay has been recently renovated (about €3 million investment)

and new landing pontoons for fishing vessels have been installed. Concerning the future, the fish trade logistic centre must be renovated and other projects conducted. Studies related to a development plan of the fishing port are currently conducted.

4. Fisheries and Aquaculture Sector

In summary, the main characteristics of catching sub-sector supplying Lorient are:

The large-scale and industrial fishing fleets (vessels between 24 m and 45 m) are almost all owned by a single company (*Scapêche*). This fleet lands around 10,000 tonnes per year and included 18 vessels as from March 2010. Products are landed in ports of United Kingdom and Ireland and trucked to Lorient where they are sold and processed. The *Scapêche* is a part of an integrated group of supermarkets (Intermarché) and the fisheries products are processed by a local subsidiary company owned by the same group (*Capitaine Houat*). Some ships steam back to Lorient from time to time and land their products directly in this port, but most of the time the vessels are based in Scotland close to their fishing grounds. The crew are transported by planes chartered by the company between Lorient and Scotland (or sometime Ireland).

The inshore coastal fishing fleet (vessels of less than 20 m): this fleet includes vessels registered in Lorient but also vessels registered in other harbours but landing in direct in Lorient. This fleet lands approximately 4,600 tonnes per year, dominated by live Nephrops;

Spanish trawlers mostly from Pasajes using Lorient as landing point (a strategy to reduce steaming time to Spain). This fleet lands 2,200 tonnes in Lorient but all fish is trucked to Spain after landings

Fisheries products purchased in Ireland and United Kingdom by the managing Authority of the port of Lorient. About 5,000 tonnes are imported annually to complement local landings and increase the offer base to local processing company

Fish imported by the local primary and secondary processing sub-sector (40,000 tonnes) from various origins, but consisting mostly in whitefish originating from United Kingdom, Ireland, or imported from elsewhere (4,600 tonnes). Most fish arrives in Roscoff and is trucked to Lorient.

In total, an estimated 65,000 to 70,000 tonnes of fisheries products transit through Lorient annually. The following map (Figure 4) details the flows.

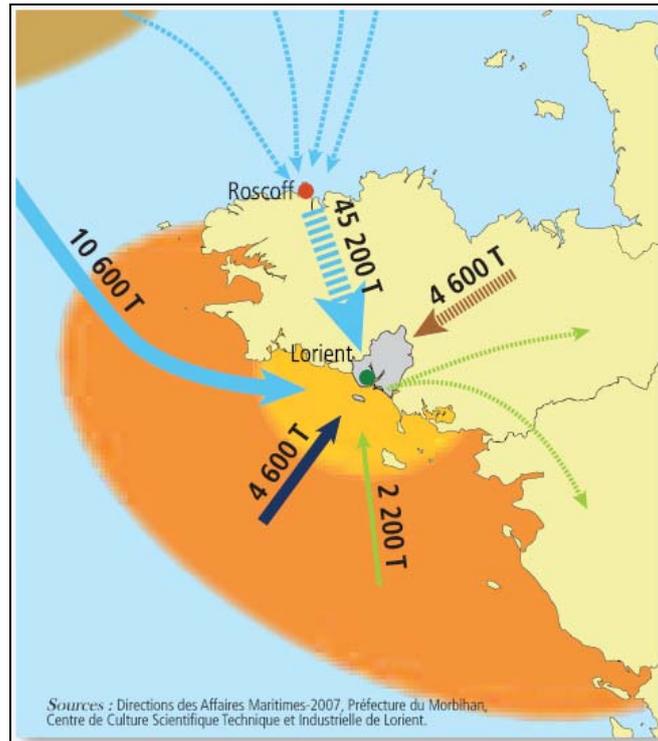


Figure 4 Details of the flows of fishery products arriving in Lorient: Source AUDELOR

4.1. Details of the local fishing fleets

According to IFREMER, the Lorient fleet was made up of 127 active vessels (as from 2008) cumulating a total fishing capacity of 10,945 GT and 33,941 KW.

About 85% of the local fishing capacity in GT and 74% in KW is in the bottom trawl and seine segment that comprises 55 vessels, most of which are greater than 12 m. The small scale fleet of less than 12 m represents 47% of the fleet in number (60 vessels), but 3% of fishing capacity in GT and 14% in KW.

Table 4: Breakdown of the Lorient fleet by DCR segment in 2008

DCR gear category	DCR Length category	Number	GT	KW
Bottom trawl and seine	10-12[m	2	31	249
	12-18 m	29	1,554	8,236
	18-24 m	12	1,519	4,717
	24-40 m	9	2,798	6,270
	>= 40 m	3	2,999	5,550
Pelagic trawl	12-18 m	2	196	883
	18-24 m	2	192	662
	24-40 m			
Dredge	< 10 m	2	11	141
	[0-12[m			
Other mobile gears	< 10 m	3	11	145
Hooks	< 10 m	14	54	1,001
	10-12 m	2	14	239
	18-24 m	1	139	331
	24-40 m	2	405	1,081
Drift and fixed nets	< 10 m	20	81	1,619
	10-12 m	4	60	542
	12-18 m	7	225	1,131
	18-24 m	1	133	267
Traps	< 10 m	1	2	37
	[10-12[m	2	15	220
	12-18 m	1	40	220
Other passive gears	< 10 m	6	12	257
Polyvalent passive gears	< 10 m	2	6	143
Total		127	10,495	33,941

Source: IFREMER/ DPMA SIH

The following graphs summarise the distribution of gears by fleet segments. While the smaller vessels are polyvalent in essence, the larger vessels specialise to a large extent on demersal trawling.

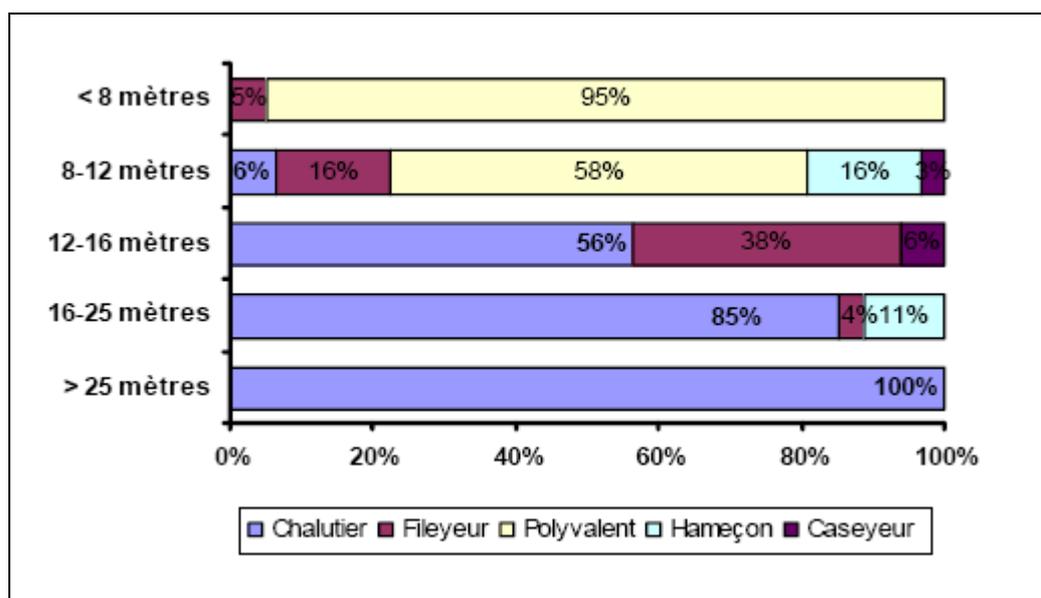


Figure 5: Main gears by length classes (chalutier: trawlers; Fileyeur: netter; Hameçon: hook; caseyeur: pot and trap). Source: Local Committee for Fisheries.

The small-scale fleet (less than 12 m) operates mostly in the inshore zone of area VIIIa. Vessels using nets (24 units) target sole, seabass, hake and crabs. Vessels using hooks target seabass and conger, while vessels using pots target crabs and shrimps to a lesser extent. Most of these vessels are crewed by 2 persons on average.

Trawlers of the 12-24 m length segment (41 vessels) operate in the offshore area of the Bay of Biscay (VIIIa) and in the Celtic Sea (VIIIh). The main species targeted are Nephrops, monkfish and sole. The pelagic trawls of this length category target seabass during winter and albacore during summer. This fleet was fishing on anchovy before the fishery collapsed in 2004. The number of crew varies between 5 and 6.

The large-scale fleet (greater than 24 m) is virtually exclusively a trawler fleet. The fleet operates North West of Scotland and off Ireland (ICES IVa, Vb, VIa, VIIb) and target mainly deep sea species (Grenadier, Blue Ling, black scabbard) for 40 % of catches and other demersal species (Saithe, Hake, Monkfish, Ling). Crew is typically 8 to 9 on 24-40 m vessels and 8 to 9 on larger vessels.

The following map shows the main fishing area exploited by the Lorient fleet.



Figure 6: Map showing main fishing areas of the Lorient fleet. Source: AUDELOR

The following figure shows that all vessels under 12 m operate exclusively in the 12 miles zone (*côtier*). While about half of the vessels between 12 and 16 m operate also exclusively in the 12 miles zone, some vessels of this length class have a mixed strategy, fishing both

inside and outside the 12 miles zones. The larger vessels operate exclusively outside the 12 miles zone.

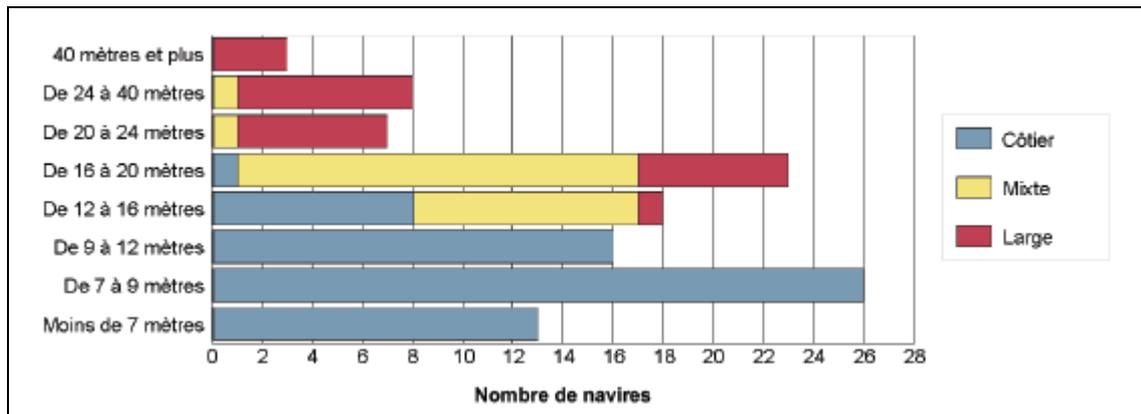


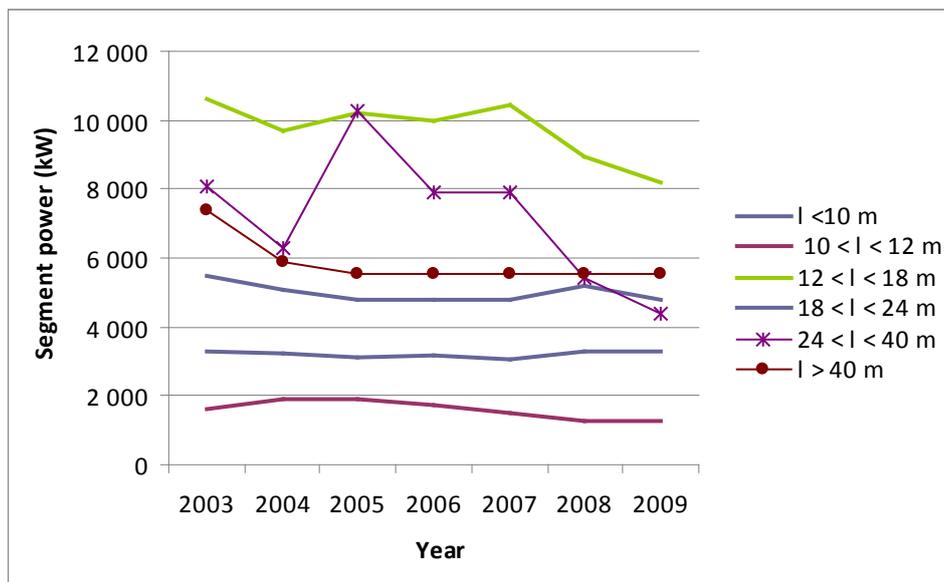
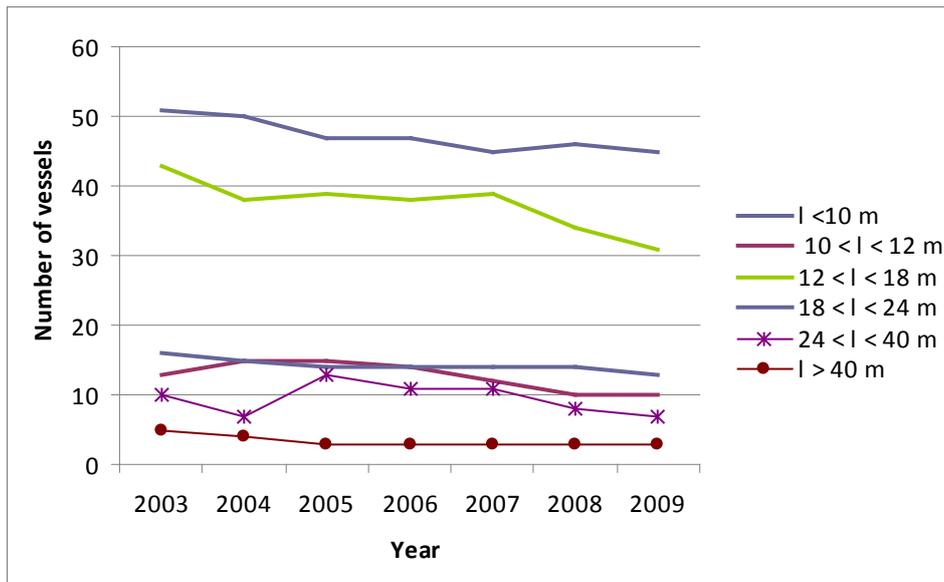
Figure 7: Number of vessels and main fishing area according to vessel length (côtier: inside the 12 miles zone, Large: outside; Mixte both inside and outside). Source: IFREMER/DPMA SIH

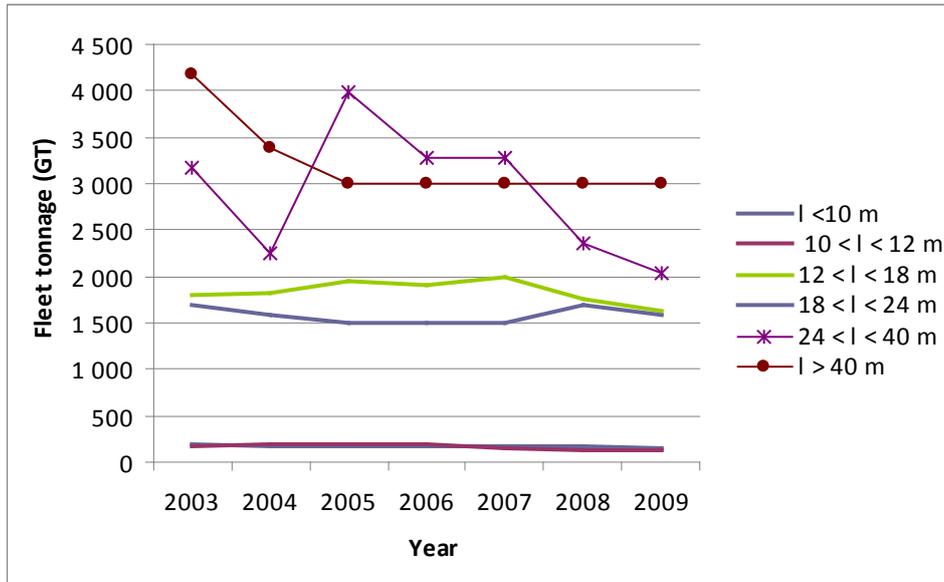
The recent evolution of the Lorient fleet is shown in the graphs below.

In numbers, the fleet decreased by 21% over the 2003-2009 period. The decrease affected almost all length classes but has been more pronounced for the larger length classes. The 18-24 m segment has been the most affected with a large number of vessels being decommissioned in 2008 and 2009. The fleet capacity expressed in GT decreased by 37% between 2003 and 2009. While power of the small scale fleet less than 10 m remained approximately constant, the power of all other segments decreased 25% and more. The most affected segment is the 24-40 m segment (fishing for Nephrops and monkfish in the Celtic Sea) with a decrease in power of -45%. The segment including trawlers of more than 40 m lost 25% in power. Concerning fishing capacity expressed in GT, the decrease is equivalent to 24%. All segments have been equally impacted, including the small-scale segments (-23%).

According to local stakeholders, the major change over the last decades is the collapse of the middle size bottom trawlers (20-24m). The economic situation of this fishing segment worsened after the strong increase of oil price in 2008. These difficulties prompted several boat owners to seize the opportunities offered by decommissioning plans. This sub-sector counted 50 units, in the mid-nineties and only two in March 2010. The large-scale trawler fleet decreased but mostly as a consequence of decommissioning old 55 m and replacing them by recent 45 m trawlers more efficient from an economic perspective.

Figure 8: Fleets trends in terms of vessel numbers, power and tonnage, 2003 to 2009





There are no detailed statistics available on the number of persons employed in the fishing industry. In 2010, the local stakeholders estimate the number of crew equivalent to 632 FTEs. The breakdown by vessel length class is as follows. Approximately 62 FTEs are registered fishermen harvesting wild shellfish by hand (*pêche à pied*). They are not included in the aquaculture employment statistics.

Table 5: Breakdown of employment by length class

	Number	% Total
<10 m	83	13
10-12m	35	6
12-18 m	241	38
18-24 m	96	15
> 24 m	115	18
No vessel	62	10
Total	632	

Source: Local Committee for Fisheries and Affaires Maritimes

In 2008 and 2009, a total of 12 Lorient vessels have been accepted for scrapping under the decommissioning plans adopted by the French Authorities. Cod management plans have had a large impact on the fleet, although it is rather caught as a secondary species by fleets targeting Nephrops and monkfish. Two large trawlers (35 m) have been withdrawn from the fleet in 2009 as a consequence of the management plans for deep-sea species.

Table 6: Lorient vessels eligible to decommissioning schemes in 2008 and 2009.

Management plan	Number	GT	KW
Eel	1	1	29
Nephrops	1	78	368
Sole Bay of Biscay	5	206	1,277
Cod	3	590	1,839
Deep Sea Species	2	707	2,060
TOTAL	12	1,582	5,573

Source: DPMA

According to local stakeholders, there are problems to attract crew in industrial and large scale trawlers as in coastal fisheries. This is due to the previous crisis and the repeated claims on the too great number of fishermen which contributed to lack of interest from young people who at the same time are aware of the constraints and difficulties of the job. So less fishermen are trained and even when efforts are made to improve the jobs conditions (salary, various advantages) as Scapeche, there are some difficulties to find relevant skills as for example mechanics.

4.2. Fish stock status

The following present the major species. As it will be indicated later, about 85% of species landed in Lorient are under EU management. For the economy of the area, the most critical stocks are the deep sea stock (40% of the landings of the industrial fleet) and other large stocks in Northern waters located mostly West of Scotland and Ireland (pollock, ling, haddock, hake etc. in area VI & VII – little effort is deployed in the North Sea). For the small-scale and medium-scale Lorient fleet (below 20 m roughly), nephrops and monkfish stocks are pivotal to the economy of the area.

Table 7: Main stocks of importance for the Lorient fleet

Species	Area	Management	Fleet concerned
Deep Sea species	West Ireland / Scotland	Specific management plan	Industrial large-scale fleet, about half of the landings in Lorient (DTS2440 and DTS40XX)
Monkfish	VIIIa	EU management	All fleets, include small-scale
Nephrops	VIII a (Bay of Biscay)	EU management	All fleets, include small-scale
Hake	Northern	EU management (management plan)	All fleets, include small-scale

The major stocks of interest under LMTP are:

- Northern Hake (Reg. 811/2004). This plan has impacts mostly on coastal trawlers. Hake is a common by-catch of the fishery targeting nephrops and monkfish.
- Sole Bay of Biscay (Reg. 388/2006). This plan concerns primarily netters, both small scale and medium scale. It has also impact on the coastal trawler fleet that catch sole as secondary species.
- Sole Western Channel (Reg. 509/2007). Same as above, but to a lesser extent
- Cod stocks (Reg 1342/2008 replacing Reg. 423/2004). Although cod is not a target species of the Lorient fleets operating in the Celtic Sea, it has impacts on medium scale trawlers (DTS1224 and DTS2440) through the limits put on fishing effort.
- Specific management measures on deep-sea stocks with possible large impacts on the Lorient economy.

The exact reference points for all inshore stocks remain unknown as none of these species are assessed with analytical models. However, according to IFREMER, most key stocks would be exploited beyond MSY. The exception in the Bay of Biscay is sardine, but only a couple of vessels of the Lorient fleet specialise on this species to land it in North Brittany where the main market is.

Golfe de Gascogne		
Sous-exploités < RMD	Pleinement exploités ~RMD	Surexploités > RMD
Sardine	Baudroie blanche (MC+GG) Baudroie noire (MC+GG) Palourde Golfe Morbihan Coquille St Jacques (Pertuis Charentais)	Bar Sole Langoustine Cardine (MC+GG) Merlu (nord) Anguille (Atl+Med) Palourde Arcachon

Figure 9: Situation of the major stocks exploited by the Lorient fleet in the Bay of Biscay compared to MSY (=RMD). Source: IFREMER

4.3. Fisheries infrastructure

Lorient is a well developed fishing harbour. The management Authority is a private-public joint venture called *Société d'Economie Mixte de Lorient Keroman* owned at 59% by the city of Lorient. It manages the port on behalf of the State with mandate until 2043. The day to day management of the harbour is delegated to a private company *Compagnie d'Exploitation du Port* (CEP), a 100% subsidiary of the large French company *Veolia*. The harbour has comprehensive facilities including:

- Landings facilities : total quay length: 1,775 m
- Ice making facilities (three producing sites) with cumulative production capacity of 90 tonnes per day, plus 225 tonnes storage;
- Auction rooms : as from March 2010: 1,040 m² used for industrial and large scale fishing fleets catches and 2,300 m² used for coastal fisheries catches. Extension of current facilities for industrial fleet catches is programmed for end 2011 (2,400 m²),
- Primary processing rooms: up to 16,000m² under controlled temperature and meeting EU sanitary standards (used to prepare fishery products after sale under auction)
- Cold storage facility to store fisheries products after preparation and before loading onto trucks (3,000 m²)
- Repair facilities: The port is equipped with slipway which connects to a circular platform where boat can be stored for repairs with surrounding buildings for shipyards. Today, this platform is still functioning but the old slipway has been recently replaced by a mobile lift with 650 tons capacity. The mobile lift has been used to lift 263 vessels in 2008 and 273 in 2009. As shown in the following table (Table 8), fishing vessels represent 40% of vessels lifted from various origins (i.e. not

only from Lorient, but from Brittany and Pays de Loire mostly). The Lorient shipbuilding and repair industry diversify on other types of vessels.

Table 8: % category of vessels having used the local lift

Type of ships or boat	%
Fishing	40
Leisure : sailing boat, motor yachts	20
Passenger transport	19
Small cargo ships	5
Navy	5
Pontoons	5
Tug	4
Oyster farm boats	2

Source: SEM

4.4. Details of the local catching sub-sector

In Lorient, part of the catches of the local fleet are not sold under auction. This concerns in particular a portion of the Scapeche fleet which are directly commercialised in supermarkets by the parent company (Intermarché).

According to FranceAgriMer figures, sales under the Lorient auction (which do not include part of the industrial landings and landing in Lorient by Spanish vessels - nor fish purchased by the Port to complement local landings) amounted to €52 million on average over 2007-2009. Nephrops and monkfish caught in the Bay of Biscay and in the Celtic Sea represent almost 30% of the value of total sales. Industrial species (including black scabbard, ling, blue king, grenadier and pollock) caught by the industrial fleet totals €18 million on average between 2007 and 2009 of the total turnover, 37% of total sales. Overall, about half of the sales under auction concern products sold by the industrial fishing segment, a quarter products sold by the small scale fleet, and another quarter products imported from United Kingdom and Ireland.

Table 9: Value of sales under the Lorient auction (in KEUR) from the local fleet.

Species	2003	2004	2005	2006	2007	2008	2009	AV. 07-09	% (AV)
Nephrops	8,459	8,438	8,964	8,596	8,922	8,627	8,376	8,642	17
Monkfish	3,617	3,449	3,872	4,930	4,796	6,227	7,620	6,214	12
Black Scabbard	4,153	4,784	4,928	5,104	4,987	4,689	4,697	4,791	9
Hake	8,379	6,907	4,241	3,585	3,339	3,601	3,573	3,504	7
Ling	3,678	3,048	2,835	3,811	3,388	4,059	3,011	3,486	7
Pollack	1,969	2,110	2,684	4,036	4,013	3,028	2,425	3,155	6
Sole	3,281	3,815	3,611	3,518	3,825	2,814	2,777	3,138	6
Blue ling	3,092	3,513	3,166	3,494	2,831	2,330	2,399	2,520	5
Grenadier	4,889	4,815	3,264	2,529	2,228	2,111	2,221	2,187	4
Seabass	836	1,152	1,296	1,195	1,417	1,160	1,261	1,279	2
Other	25,436	14,817	14,290	14,827	15,039	13,014	11,717	13,257	25
TOTAL	67,789	56,848	53,151	55,624	54,785	51,659	50,076	52,173	

Source: FranceAgriMer

Overall, there is a strong dependency on species under EU management (quotas). As shown on the following figure, 84% of sales in weight and 85% of sales in value include quota species, with the proportion remaining fairly constant over the last few years.

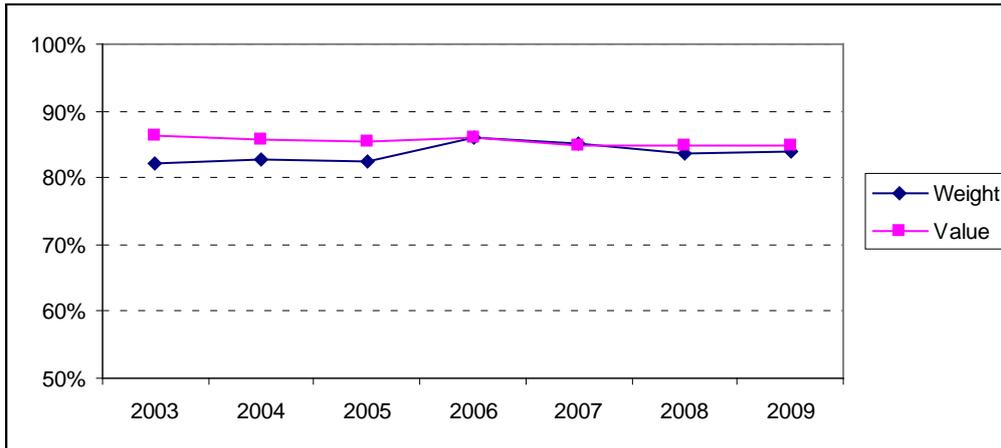


Figure 10: Proportion in weight and value of quota species sold under the Lorient auction. From FranceAgrimer data

As shown in Table 10, Nephrops and Monkfish are the two main EU quota species in value contributing to sales. These two species are caught by inshore and offshore fleets. Industrial species (black scabbard, ling, blue ling, grenadier, physis, pollock, orange roughy) cumulate total sales equivalent to 7,600 tonnes for a turnover of €19.5 million, about half of total sales through the Lorient auction. Cod is a minor species for Lorient with only 72 tonnes sold under the local auction in 2009.

Table 10: Main quota species contributing to total turnover in 2009

Species	Weight (tonnes)	Value (KEUR)	% Total weight	% Total value
Nephrops	783	8,376	6	20
Monkfish	1,453	7,620	11	18
Black Scabbard	1,344	4,697	10	11
Hake	1,383	3,573	10	8
Ling	1,414	3,011	11	7
Sole	222	2,777	2	7
Pollock	1,758	2,425	13	6
Blue ling	1,127	2,399	8	6
Grenadier	1,272	2,221	10	5
Haddock	306	1,146	2	3
Other	2,200	4,248	17	10
Total quota species	13,263	42,492		
Total sales	15,809	50,021		

Source: From FranceAgrimer data

The non-quota species include about 75 various species of finfish, crustaceans or molluscs. The following table shows that the major species contributing to turnover are seabass, red mullets, spider crabs, seabreams and John Dory. Except seabass that is caught by large scale pelagic trawlers during the winter season, non-quota species are target species of the inshore fleet.

Table 11: Main non-quota species contributing to total turnover in 2009

Species	Weight (tonnes)	Value (KEUR)	% weight	Total	% Total value
Seabass	107	1,261	4	17	
Red mullets	79	673	3	9	
Spider crab	236	530	9	7	
Seabream	191	524	8	7	
John Dory	57	487	2	6	
Edible crab	180	449	7	6	
Other	1,694	3,604	67	48	
Total non-quota species	2,546	7,529			
Total sales	15,809	50,021			

From FranceArgimer data

A comparison of fish prices obtained in Lorient and in Brittany as a whole is shown below. Taking into consideration a common basket of five major species (nephrops, monkfish, sole, seabass and hake), the following figures indicate that average prices under the Lorient auction remain fairly constant after 2006 (in current terms), while the average Brittany price started to decline sharply.

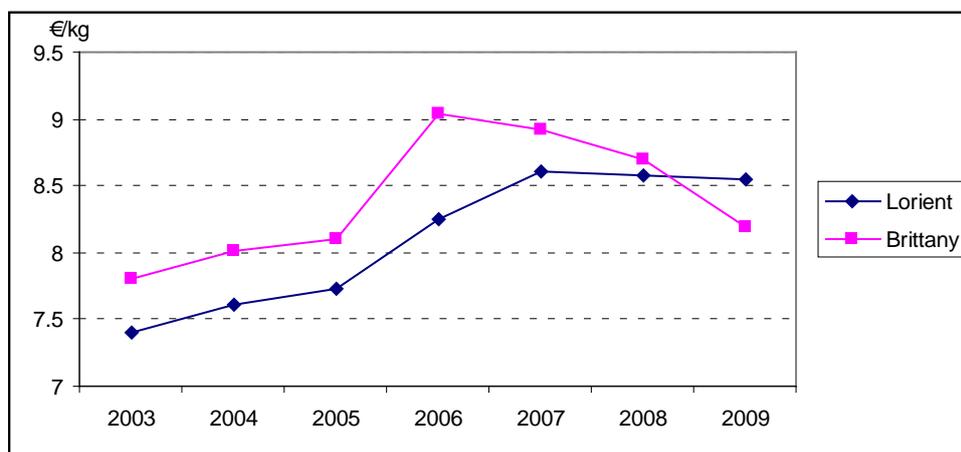


Figure 11: Comparison of average price of a common basket of species (nephrops, monkfish, seabass, sole and hake) in Brittany and in Lorient. From France AgriMer data.

By species, the differential between Lorient average prices and Brittany average prices show that Nephrops and sole are almost constantly sold at higher prices in Lorient than in Brittany as a whole. The situation for monkfish and hake is opposite, with average Brittany prices higher than Lorient prices. The main variation is to be found in the average price of seabass which was way below Brittany prices until 2007, but with a gap narrowing after. According to local buyers, this is a consequence of the decommissioning of a large number of pelagic trawlers that were targeting anchovies during summer, but that used to redeploy on seabass in winter when the fish concentrates, generating massive landings that the market could not absorb. Now, most seabass landed in Lorient are caught by the small scale fleet operating like the Finistère seabass line fishing fleet.

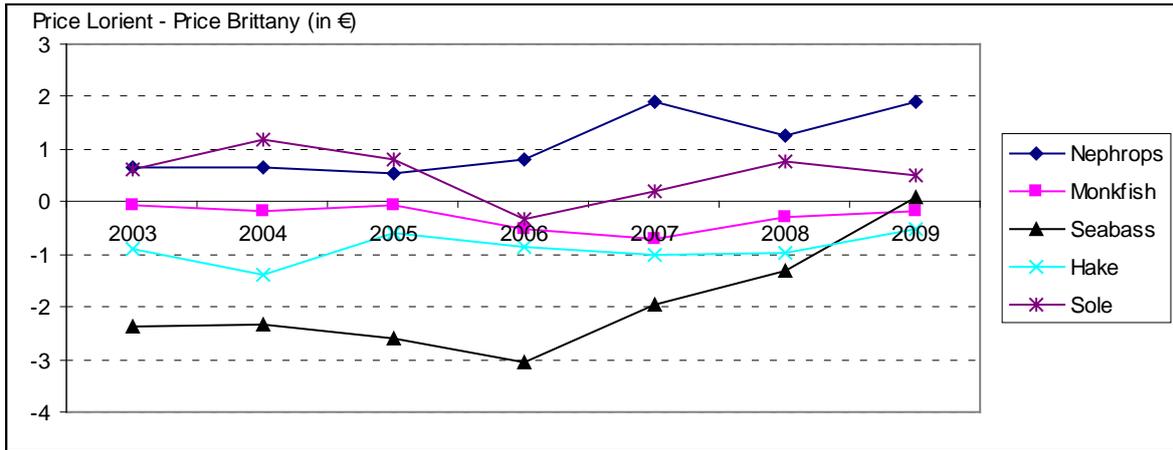


Figure 12: Differential between Lorient prices and Brittany prices for 5 main species. From FranceAgrimer data.

4.5. Details of the local processing sub-sector

The processing industry could be divided in two components. A primary processing sub-sector (handling and preparation of fresh fish) and a secondary processing sub-sector (processing fish into retail packs).

- The **primary processing sub-sector** (*mareyage*). There are 24 companies in Lorient. Some companies employ a few people (less than 10), while the largest employ close to 100 persons. In total, the primary processing sub-sector employs about 400 FTE for a turnover of €100 million. Most of these companies are located in the fishing harbour area.

The sea products utilised by this sub-sector are mainly fresh fish landed in Lorient or transported by lorries from other ports of Brittany, other region of France and even Europe, of which a large part from Scotland where Lorient based industrial trawlers unload. The fish is transported to Lorient by trucks using regular ferry lines between UK and Roscoff port, in North Brittany. The primary processing sub-sector is closely linked to the local fishing industry, and in particular to supply from Lorient industrial fleets operating West of Ireland and Scotland. According to the sub-sector, if the industrial segment was to disappear, this will have major negative impacts in terms of employment. Industrial species are the ones that require additional work onshore (filleting, dressing) unlike products from small scale vessels that are sold without any kind of processing.

- A **secondary processing industry** which processes shrimps, frozen finfish and other shellfish. According to representatives of this industry, virtually all raw material is imported from other supplying countries and the activities are disconnected from the activities of the local fleets. However, some companies are located in the harbour's area but other ones are out of the zone, often in other cities of the "Pays de Lorient". Most of the companies are middle sized ones, each of them with a staff between 50 and 350 employees. However, some of them are part of larger groups (Cité Marine to the Japanese group Nippon Suisson, Halieutis to the Brittany group Roullier). This sub-sector employs about 800 FTE with a turnover nearing €340 million. The finfish and shrimps processed come from various areas in the world: Asia, South America, North America. They are transported in frozen containers and often landed in Le Havre harbour.

4.6. Details of the local aquaculture sub-sector

There is no precise information concerning the aquaculture in the area. Data exist only at county level or at a wider one (South Brittany). However some data could be gathered at some local level.

For example, in Etel river: there are 54 companies, with a total of 215 FTEs. The production of the area is about 6,200 tons of shellfish, including 3,000 tons of oysters, 2,000 tons of mussels and 1,200 tons of various other species (mainly clams). Only the 3,000 tons of oyster can be considered as real local production (the remaining mussels and other shellfish are imported from other areas and stored before being sold).

In addition there is another oyster farm and some (two or three) mussel farms in the periphery of Lorient (petite mer de Gâvres, Blavet river). The island of Groix hosts a mussel farm on floating line and an experimental abalone farm. Hence; the total production of shellfish is approximately 7,000 tons of shellfish.

There is only one company involved in fish farming: a hatchery of sea bass employing about 20 people.

There is currently a crisis in oyster farming as in most other areas in France, related to a disease outbreak. The representatives of the aquaculture sub-sector are very pessimistic on the future. The production of Etel River will probably decrease to less than 2,000 tons of oysters instead 3,000 during these last years. In the area, as in the whole Morbihan county, the employment will decrease as well (forecast: - 50 % of permanent jobs, - 80 % of temporary jobs). The number of companies could be divided by two. The situation will probably be less severe in Etel River where most farms family managed units, but will remain critical.

Overall, the shellfish aquaculture sub-sector in Lorient is estimated to employ 250 FTEs for a turnover of approximately €20 million.

4.7. Details of the local ancillary sub-sector

As previously indicated, it is difficult to assess the ancillary sub-sector directly related to the fishing industry. There are various companies (boat yards, forges, mechanical units) which worked mainly for fisheries in the past, and carry on nowadays, but at a lower level. For some of these companies, the fishing industry is only a minor part of their market. For example a former boatyard which was specialising in fisheries, did not built any fishing vessels in 2009 but several port pilot boats and a rescue unit. An other one launched a boat for police, a military barge, work platform for port works. Only one small boatyard still focuses on fisheries. A forge working previously mainly on fishing boats and fishing gear currently works mainly for the oil offshore industry. Various companies are involved in fishing boats maintenance, but also work on leisure, commerce or military boats.

Overall, the shipbuilding and repair industry based in Lorient is estimated to employ approximately 2,200 people, including 1,800 for the military shipyards and 200 for leisure boat building. Overall, an estimate would be that +/- 100 jobs depend on the fishing industry to various extents.

5. Governance

5.1. Key local institutions

In addition to overarching Regional (*Conseil Régional de Bretagne*) and Département (*Conseil Général du Morbihan*) Authorities, fishermen are represented officially through the *Comité Local des Pêches et des Elevages Marins* of Lorient (CLPMEM Lorient). The board of CLPMEM is elected with representatives having a seat at the *Comité Régional des Pêches et des Elevages Marins* of Brittany (CRPMEM). CRPMEM has authority to regulate and manage fisheries in the 12 miles zone, with adoption of constraining regulations. The major tools used include a licensing regime to ensure that fishing capacities on some key inshore stocks (seabass, scallops, shellfish) are kept under control as well as technical measures on gears.

Other fisheries related major stakeholders include the producers' organisation *PROMA* and *OPOB*, the two largest PO in France with membership from all ports of Brittany.

There are also sectoral professional organisation like a representation of primary processors of Lorient and Bretagne Pôle Naval which is an association of companies located in Brittany which are involved in ship and boat building and repair (military and civilian) and ancillary activities. They associate the skills existing in several ports of Brittany to promote the facilities and companies of this sub-sector.

5.2. Public intervention

The fishsubsidy database has been analysed to identify subsidies granted to interests related to Lorient under FIFG to the local shore communities (non-fleet aids) and to the fleet registered in Lorient.

Concerning non-fleet aids, the following table indicates that Lorient received approximately €1.3 million total aid per year, with a peak at €4.2 million in 2003 when port maintenance and building have been supported. Over the 2002-2006 period, port aids concentrated 30% of total aid (EU funding plus Member State funding), ahead of aquaculture aids (27%) and support to POs (14%). In contrast, aids to support marketing and processing represented a fairly small share of aid delivered. The data published in the fishsubsidy database should be analysed cautiously. First, the identification of Lorient as beneficiary region may have been confused with the *Département* Authority (*Conseil Général*) which has its headquarters in Lorient. It is therefore likely that some aids identified as being granted to Lorient actually benefited to other areas of the *Département* (in particular aquaculture aids as this sub-sector is less developed in Lorient than in other places of Morbihan. Second, aids to PO were given to the PO having its headquarters in Lorient but whose members are spread along the Brittany coast.

Table 12: Total aids (EU plus France) in € granted to non-fleets elements identified as based in Lorient between 2002 and 2006

scheme_name	2002	2003	2004	2005	2006	Total
Construction of new port facilities extension of existing port facilities		2,604,125	19,824	155,791	121,264	2,901,005
Increase in aquaculture production capacity	421,861	25,520	161,193	146,576	284,445	1,039,596
Modernisation of existing aquaculture units	640,609	889,732	388,014	192,835	533,341	2,644,530
Modernisation of existing marketing establishments	4,818	89,277	206,086		152,362	452,544
Modernisation of existing port facilities		314,018				314,018
Modernisation of existing processing units	433,112					433,112
Operations by members of the trade (setting up POs, aid to assist quality etc.)		235,259	301,817	672,331	168,428	1,377,836
Retraining premium (job diversification)	151,072	57,930	139,592	204,005	6,860	559,459
Small-scale coastal fishing					14,774	82,140
TOTAL	1,651,472	4,215,861	1,216,526	1,371,539	1,281,475	9,736,873

Source: From fishsubsidy.org

Concerning aids to the fishing fleet registered in Lorient, the data displayed in the next table demonstrate that scrapping premiums mobilised 65% of total fleet aids between 2002 and 2006. Scrapping concerned a total of 19 Lorient vessels, including three 30 m plus trawlers (mobilised half of the scrapping aids granted to the Lorient fleet), 12 vessels between 12 and 24 m length (most were 16-20 m trawlers), and four less than 12 m fishing vessels. Aid to construction (18% of total aid) has been used to co-finance seven fishing vessels almost all trawlers around 15 m in length. In 2009 six of these vessels were still active and registered in the Lorient fleet. One was lost after grounding early 2008. Modernisation aid (11% of total aid) reached a total of 115 Lorient fishing vessels, with an average of €11,000 total aid per vessel. Aid concerned 58 vessels between 12 and 24 m and 45 vessels less than 12 m. A total of seven trawlers of more than 40 m received modernisation aids, but they all have left the Lorient fleet since. For the record, one vessel has received an aid to start a joint venture with interests from Tunisia. Whether the project was successful or not is unknown.

Table 13: Total aids (EU plus France) in € granted to fishing vessels registered in Lorient between 2002 and 2006

scheme_name	2002	2003	2004	2005	2006	Total
Construction of new vessel	164,275		1,438,270			1,602,545
Exportation/Reassignment/Transfer to third country			109,606			109,606
Joint enterprises			369,944			369,944
Modernisation of vessel	289,703	217,973	280,845	60,558	89,759	938,838
Scrapping	68,265	2,214,612	1,077,613		2,291,157	5,651,647
TOTAL	522,244	2,432,585	3,276,277	60,558	2,380,915	8,672,580

Source: From fishsubsidy.org

In a recent period, 12 Lorient fishing vessels have been accepted under the French decommissioning scheme started in 2008 and 2009. Three large trawlers (30 m plus) will be leaving the fleet, two eligible under the deep sea stock management plan and one under the cod plan, another three trawlers around 20 m under the cod and nephrops plan, and five 12-16 m netters under the bay of Biscay sole plan. One small vessel is eligible under the eel plan.

As outlined above, investments in the port facility have always been seen as a priority locally. Investments concerning the fishing port are managed by the *Société d'Economie Mixte* which groups various local authorities: the General council (Morbihan NUT3 county), the Regional Council (Brittany NUTS 2 region) and "Cap L'Orient" (the Lorient Metropolitan area). The respective contributions of these local authority are 54,5 % for the General

Council, 23,3 % for the Regional Council, 18,2 % for the Lorient Metropolitan area. These investments realised so far are above €12 millions € within the 2005-2009 period of which :

- Renewal (completed) of one of the main four building of the hall auction (“hall auction n° 3”): €2.5 million of which €460,000 from ERDF;
- Destruction (in process in March 2010) and rebuilding of another building of the hall auction (“hall auction n° 4): €6 millions of which €950 000 from EFF
- Rebuilding of a new wharf: €3 million.

In addition some investments have been made in security of the port, computerization of the hall auction services, handling tools, pontoons etc.

6. Stakeholder Analysis

The following details the key stakeholders. All have been met during the study.

- a. within the fisheries sector about development and diversification within the sector and;

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Magali RICHARD	Secretary CLPMEM	+ 33 2 97 37 0191	clpmem-lorient-etel@bretagne- peches.org
Dominique LECHAT	Primary processor association	+ 33 2 97 37 20 44	

- b. outside of sector in the wider community, including representatives from local government, industry representatives and wider civil society groups.

Nicolas TESSEIRE	Director Economic Development AUDELOR	+ 33 2 97 88 05 21	n.tesseire@audelor.com
Eric LE MERO	Responsible Joint association General Council 56	+ 33 2 97 54 80 00	Eric.lemero@cg56.fr
Gilles L'HARIDON	General delegate Bretagne Pole Naval	+ 33 2 97 02 40 96	g.lharidon@bretagnepolenaval.org
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7. Qualitative Interpretation and Analysis

7.1.Key events and drivers of change

All members of the Lorient local fishing community underline that the decreasing fishing fleet capacity has had major impacts on the community profile. While the small scale fleet could maintain somehow, the collapse of the 20 m trawler fleet exploiting nephrops and monkfish in the Celtic Sea hit the Community through decreasing volumes of fishery products landed and sold through the port auctions and fewer employment opportunities. According to the stakeholders, the reason for the collapse of this fleet is mostly economical (price of fuel), compounded by social factors (owners nearing retirements with no willingness to invest in more economical fishing techniques). The positive side is that the large company Scapêche invested in new large boats despite threats on deep sea stocks which represent 30 to 40% of the catches.

7.2.Adaptation

At the same time, the Navy contracted its activities in Lorient, with more Port space available for the private sector. The Lorient Authorities developed an attractive leisure sailing base, with associated tourism facilities (hotels, infrastructures). This was seen as a mean to create jobs opportunities that could benefit to the local population directly or indirectly hit by the decreasing Military and fishing activities. Since Lorient has some advantages in terms of critical mass of processing industry and good road connections to the Spanish and Italian markets, the local community invested in developments of the fishing harbour to attract other fishing fleets. The underlying idea was to operate the Lorient fishing harbour like the Boulogne s/Mer fishing harbour, i.e. a sort of hub that would concentrate fishing products. Investments concerned the auction (open to external buyers through internet), the port (new quays, additional services) and associated services (purchase unit of fishery products, area dedicated for ship building and repair). These initiatives were not meant to provide employment to people leaving the fisheries sector specifically, but to create additional wealth for the city by creating new employment opportunities and value-added while maintaining the inflow of fishery products handled by the primary processing sub-sector. This sub-sector was felt as particularly vulnerable to decrease in landings. Losing this sub-sector would mean losing some 400 FTE but also considerable know-how in terms of access to lucrative Southern Europe markets.

7.3.The future

The local community has no clear idea about what the future may be. The major threat is the future of the fishing possibilities on deep-sea species. If effort quota were to be further decreased, this could have severe consequences on the main industrial fishing company Scapêche with additional decrease in the quantities of raw material landed in Lorient and processed by the local primary processing sub-sector. This fleet supplies about half of the landings. Local operators feel that a new development of the small scale fishing sub-sector would not compensate for the lost landings of the industrial fleet. The inshore zone is already heavily exploited and the creation of MPAs could limit fishing possibilities. As concerns investment, the local community acknowledges that important efforts have been developed over these last few years, and this has exhausted the financial possibilities. No new major investments are foreseen.

7.4.The role of public intervention

The bulk of public intervention in Lorient concentrated of the modernisation of the Port. Taking advantage of the port space obtained from the Military authorities, Lorient regional authorities undertook a major overhaul of the port space to develop a recreational boating

centre, modernise the infrastructure available to fishing vessel, and promote the development of a ship building and repair economic hub (*Lorient Pôle Naval*). As far as fishing is concerned, most installations in Lorient were outdated and overdeveloped compared to current recent fleet size. The development supported focused on improving first sale conditions (auction, cold store, ice making, primary processing), better logistic integration (a large portion of fish handled in Lorient is trucked from / to other landing sites), and services to the fleet. One objective was to offer to the Spanish fleets operating in the Celtic Sea an adapted landing site closer to fishing grounds. Overall, these investments can be regarded as efficient.

Support to fleets concentrated on decommissioning excess trawl capacities in the 20-24 m segment. However, some support to fleet development could be granted to industrial vessels targeting deep-sea species and other whitefish stocks West of Scotland and consequently contributed to secure supply of raw material to the local primary processing industries.