



**Enhancing the Socioeconomic
Knowledge on the EU Fisheries -
The Greek Pilot Study on
Additional Social Variables**

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Table of Contents

Executive summary.....	5
Background of the Greek Pilot Study	6
Rationale of the Pilot Study	7
Social Indicators.....	10
1. Social and Financial Status	10
1.1 Financial Position (Quantitative).....	10
1.2. Number of fishers in trade unions (quantitative)	17
2. Working conditions	21
<i>Work Safety</i>	21
2.1. Minimum required crew per vessel.....	22
<i>Well- Being</i>	25
2.2. Time Away from Home (Quantitative)	25
2.3. Age of fishing vessels	27
3. Assessment of management measures	29
3.1. Additional income to support fishing continuity	29
3.2. Pilot testing of the variable	30
4. Generational status.....	31
4.1. Number of people entering the fishing industry-Nr of new entrants in the vessel register.....	31
4.2. Pilot testing of the variable	32
4.2. Number of participants in decommissioning schemes.....	33
4.2.1. Pilot testing of the indicator	33
Conclusions.....	34
References.....	36
ANNEX I - Unions and Fishers' Association Survey	38

Executive summary

This report presents the results of the Greek Pilot Study on Additional Social Variables, conducted in 2025 within EU Data Collection Framework (DCF) and in response to the methodological work of the STECF Expert Working Group on the Social Dimension of the Common Fisheries Policy (EWG 24-05) and the Inter-Sectoral Social Group (ISSG). The study aims to contribute to the ongoing effort to strengthen the social dimension of fisheries governance by testing the feasibility, relevance, and methodological robustness of newly proposed social indicators for the EU fishing sector.

Despite the progress achieved since the introduction of social variables under Regulation (EU) 2017/1004 (EU-MAP), social information on fisheries remains limited, fragmented, and insufficient to fully capture working conditions, well-being, collective representation, and generational dynamics within the sector. These gaps are particularly pronounced in Small-Scale Fisheries (SSF), which dominate the Greek fleet and play a crucial role in coastal employment, social cohesion and economy.

In this context, Greece participated voluntarily in pilot testing a subset of the new social indicators proposed at EU level. The main objectives of the Greek Pilot Study were to collect and analyse selected additional social variables for the Greek fishing fleet, assess the availability, quality, and comparability of data from both primary and secondary sources, identify methodological challenges related to data collection and provide recommendations for improving future EU-wide social data collection.

Out of four indicator categories proposed at EU level (*Social and Financial Status, Working Conditions, Assessment of Management Measures, and Generational Status*), eight social variables were selected for pilot testing in Greece. To this end, secondary and primary data collection was applied, fully aligned with the existing DCF socioeconomic data collection scheme.

Quantitative indicators such as *Financial position/Well-being, Minimum required crew per vessel, Time away from home, Additional income sources, Age of fishing vessels, New entrants in the vessel register* and *Participation in decommissioning schemes* were estimated using primary DCF data and the Annual Economic Report (AER), the Greek fleet registry and EUROSTAT. For the estimation of *Fishers in trade unions* indicator, additional primary data collection was required. For this purpose, an online survey and structured telephone interviews were conducted with Unions and Fishers' Associations,

based on contact information provided by the Directorate General of Fisheries of the Ministry of Rural Development and Food.

The pilot study resulted in several key findings regarding the relevance, quality and availability of the proposed indicators but also identified several challenges including administrative limitations and difficulties, conceptual ambiguities and non-harmonised methodologies across Member States that need to be addressed.

Though significant disparities across fleet segments exist, the *Financial position* of fishers remains weak, compared to the general population, especially in the case of crew members. With regard to working conditions, average crew sizes were found to be broadly in line with national minimum manning requirements, while as expected *Time away from home*, measured by Days at sea, varied significantly across segments, which may suggest that additional indicators should also be taken under consideration like duration of the fishing trip.

Number of fishers in trade unions reveals a rather fragmented landscape. While a substantial number of fishers are members of Unions or local associations, representation remains weak at national and EU levels due to legal, institutional, and organizational barriers. Finally, generational renewal remains a challenge with few new entrants into the sector, though other income sources play an important role in the sustainability of the sector. Some limitations of the *New entrants in the vessel registry* variable were also identified that need further attention.

Overall, the Greek Pilot Study demonstrates that the proposed social indicators are relevant and largely feasible, while also emphasizing the need for methodological refinement and institutional support. The findings provide valuable input for the future integration of additional social variables into the EU data call and contribute to a more comprehensive understanding of the social sustainability of fisheries under the Common Fisheries Policy.

Background of the Greek Pilot Study

Up to now, there has been a significant gap in social information for fisheries at the global level. At the EU level, this lack of social information was acknowledged, and Regulation (EU) No. 2017/1004 on the establishment of a Union framework for the collection, management, and use of data in the fisheries sector, and for supporting scientific advice regarding the CFP (EU-MAP), initiated the collection of social indicators for the EU fishing fleet, aquaculture, and fish processing industries. To this

end, the social variables collected every three years, from 2018 up to now, are Employment by gender; Full Time Employment (FTE) by gender; Unpaid labour by gender; Employment by age; Employment by education level; Employment by nationality; Employment by employment status; Total FTE National (Scientific, Technical and Economic Committee for Fisheries [STECF], 2019).

In an effort to further enhance the socioeconomic knowledge on the EU fisheries, after a series of EWG and ISSG meetings, EWG 24-05 produced the fifth report on the social dimension of the CFP, providing analytical tools, among others, for the development of a set of social indicators, the next methodological steps for integrating them into the EU data call and a list of countries for pilot testing (see, Scientific, Technical and Economic Committee for Fisheries [STECF], 2024). Greece was among the countries that chose to participate in pilot testing and to investigate 8 variables of the proposed new social indicators.

The aim of the Greek Pilot Study on additional social variables is to collect and analyse data on new social indicators discussed in the EWG 24-05 and during the virtual ISSG Meeting held on 18-19 September 2024. The study's objective is to acquire a nuanced understanding of the Greek fishing fleet's social situation – an important effort given the significant contribution of Small-Scale Fisheries to local economies and the social fabric of coastal communities. Moreover, the pilot testing will provide insights regarding the feasibility of collecting these variables, identify any challenges that may arise, and offer suggestions to effectively address them.

In the next section, an overview of the methodology followed to estimate the selected variables and the data sources used are presented briefly. To support a structured discussion of each selected social variable, the study is organised into dedicated chapters for each indicator. Each chapter presents the indicator's description, data sources and testing level, key results, identified challenges, and proposed recommendations.

Rationale of the Pilot Study

Of the 4 indicator categories organised in the relevant meetings mentioned above – namely, *Social and Financial Status*, *Working Conditions*, *Assessment of Management Measures*, and *Generational Status*, a set of 8 social variables was planned for collection in 2025 within the framework of the Greek Pilot Study (see Table 1). The selected social variables include *Financial Position/Well-being*, *Minimum Required*

Crew per Vessel, Time Away from Home, Additional Income Sources, Fishers in Trade Unions, Age of Fishing Vessels, New Entrants in the Vessel Register, and Participation in Decommissioning Schemes.

Table 1 below shows the variables that were selected to be investigated and collected for the Greek pilot study, in each indicator category.

Table 1. Selected variables for the Greek pilot study.

Categories	Variable
I. Social and Financial Status	1. Financial position/ quantitative (also as well-being indicator) compare average income of fishers – both self-employed (vessel owners) and employees (crew) – with national income averages.
	2. Number of fishers in Trade Unions
II. Working conditions	<i>Work Safety</i>
	3. Age of fishing vessels: Measured in years, indicating the potential risk associated with older vessels
	4. Min required crew per vessel
<i>Well-Being</i>	5. Time Away from Home (Quantitative) In terms of days at sea
III. Assessment of management measures	6. Additional income to support fishing continuity As % to total income or time allocated to fisheries/total employment
IV. Generational status	7. Number of new entrants in the vessel register Identify new fishing enterprises
	8. Number of participants in decommissioning schemes

Figure 1 presents the rationale behind the Greek Pilot Study. Alternative available data sources were investigated for the estimation of the selected variables. First the primary data gathered within the DCF combined with EUROSTAT data were used for the estimation of the *Financial position* of fishers. DCF data were also used for *Minimum required crew*, *Time away from home*, *Age of fishing vessels*, *Additional Income to support fishing community*.

The fleet registry was used mainly to estimate the number of new entrants. Personal communication with the Directorate General of Fisheries of the Greek Ministry of Rural Development and Food provided the list of Trade Unions and Fishers Associations and information on Decommissioning schemes. Regarding the *Number of fishers in Trade Unions*, a primary data collection survey was designed and implemented to address existing data gaps.

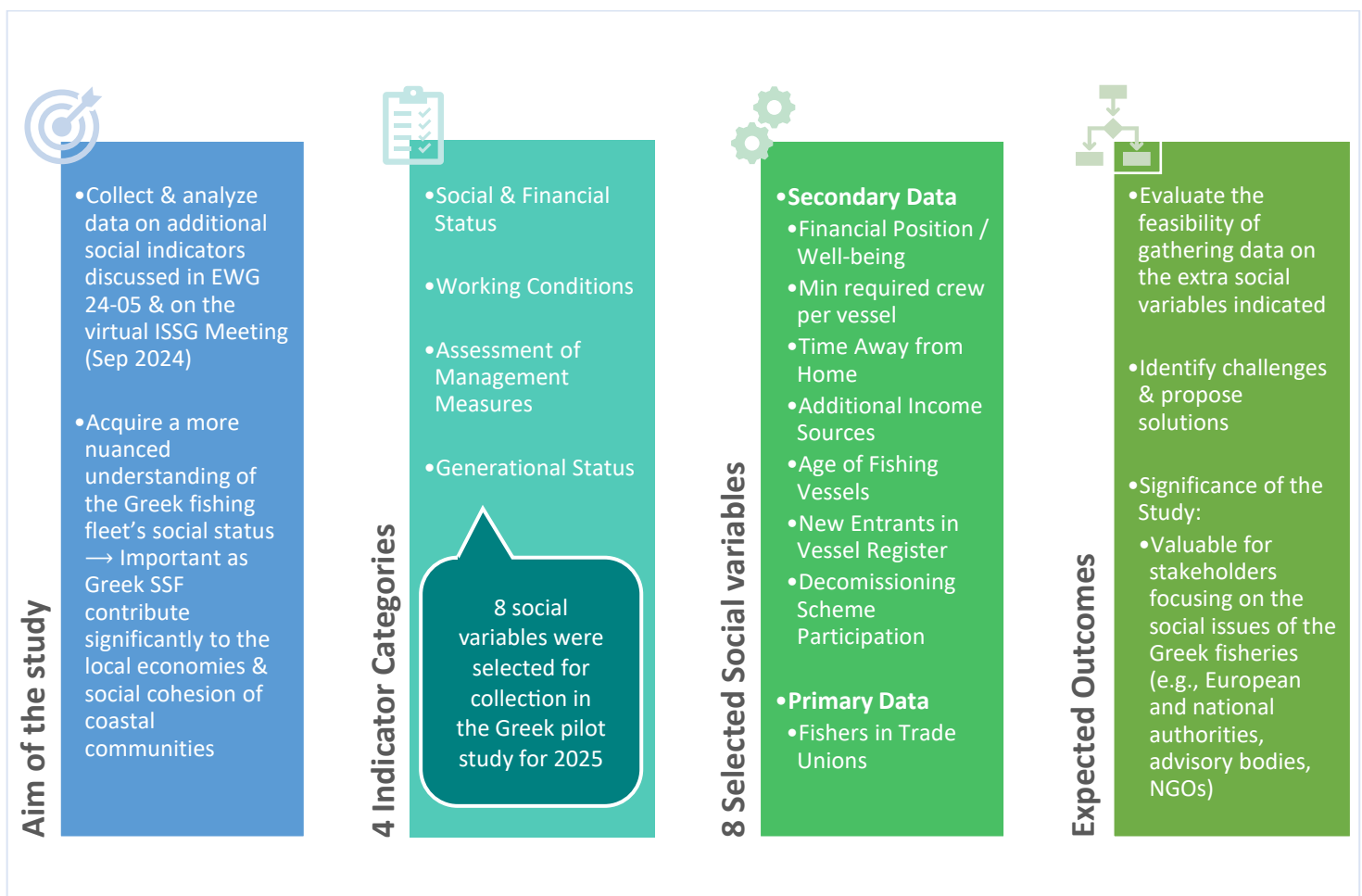


Figure 1. Background of the Greek pilot Study – Visual representation.

Social Indicators

1. Social and Financial Status

According to Lontakis and Riechers (2025), *Social Status* has been identified as an important factor to comprehend how fishers are viewed inside their communities in relation to other professions. Its estimation can reveal fishers' position in society which may play a crucial role in shaping their engagement in local activities, as well as their level of access to services and support networks. In small-scale fisheries where social capital constitutes a fundamental element of social cohesion and resilience, the estimation of this indicator is highly important.

Lontakis and Riechers (2025) also emphasize *Financial Status* as an important indicator for estimating fishers' financial stability and adaptability, as well as their ability to sustain a reliable means of subsistence. Furthermore, this indicator helps highlighting differences among groups, such as small-scale and large-scale fisheries or crew members and vessel owners. Identifying the income levels and comparing them with national averages can provide insights regarding the economic pressures and disparities affecting the sector, which is particularly useful for policymaking.

For the Greek pilot study, it was decided to investigate the variables reflecting the financial position of fishers – including both vessel owners and crew members.

1.1 Financial Position (Quantitative)

1.1.1. Variable description and proposed testing approach

This indicator assesses the financial position of fishers by comparing their average income with national income averages, distinguishing between Small-Scale Fisheries (SSF) and Large-Scale Fisheries (LSF), and between vessel owners (skippers) and crew members.

Financial position crew = Compare the average wage of fishing crews (standard calculated indicator in AER expressed in €/year) with the average annual salary of employees in the MS concerned.

Financial position vessels' owner (skipper) = Divide the DCF variable net profit (€/year) by the total number of owners and compare it with the average annual income of self-employed workers in the MS addressed.

The analysis will rely on DCF income variables, personnel cost data, and national and EU-level income averages, enabling comparisons both within fisheries segments (SSF vs. LSF; owners vs. crew) and against broader national labour market benchmarks. The indicator will be applied up to the fleet segment level to capture structural differences within the sector.

However, as Lontakis and Riechers (2025) point out, several challenges may appear in the estimation of this variable. The proposed calculations provide indicative rather than exact estimates and require careful interpretation. Net profit figures may overestimate owners' financial positions due to the inclusion of imputed unpaid family labour, which is common in fisheries, and because some fishing enterprises, particularly in LSF and distant-water segments, operate as legal entities rather than individual self-employed units. In addition, discrepancies may arise from differences in methodologies used to collect national average salary and income data, as well as from incomplete or inconsistent financial records. Expert review will therefore be required to assess the technical feasibility and statistical robustness of the comparisons.

If validated, the indicator could be extended to comparisons with other sectors (e.g. aquaculture, agriculture, or other maritime activities) or with minimum subsistence levels within the Member State (MS). Overall, the results will provide insight into whether the *Financial position* of fishers lies above or below national averages and will help assess the relative attractiveness of fisheries as a profession from an income perspective.

1.1.2. Pilot testing of the variable

1.1.2.1 Utilized Data Sources and testing level

Financial position crew: In order to compare the average income of employees in fisheries (crew) with the national average income of employees, data from the DCF and EUROSTAT were utilized. More specifically, an initial review regarding the available data in both databases was carried out, and those variables considered to be the most compatible were selected in an effort to achieve the closest possible level of comparability between the average wage of fishing crews and the national average income of employees.

From the DCF database, the gross average annual wage per crew member was estimated by dividing total personnel costs (i.e., the gross remuneration of crew members) by paid labour, calculated by excluding unpaid labour from the total number of engaged crew, as follows:

Gross average annual wage per crew member = Total personnel costs / (Total engaged crew – Unpaid labour),

were the variables correspond to the following names and codes in the DCF database:

- Total personnel costs – Personnel costs (totcrewwage)
- Total engaged crew – Engaged crew (totjob)
- Unpaid labour – Unpaid labour (unpaidemp)

For the calculation of the gross average annual salary per employee at a national level, EUROSTAT data were utilised, from data provided in the ESA transmission programme. More specifically, this indicator was calculated as follows¹:

Gross average annual salary per employee = D11 / SAL_DC,

were the codes correspond to the following variables in the EUROSTAT database:

- D11 – Wages and salaries in current prices from table nama_10_gdp²
- SAL_DC - Number of Employees domestic concept from table nama_10_pe³

¹ For more information, please see:

https://ec.europa.eu/eurostat/cache/metadata/en/nama_10_fte_esms.htm

² https://ec.europa.eu/eurostat/databrowser/view/NAMA_10_GDP/default/table?lang=en

³ https://ec.europa.eu/eurostat/databrowser/view/nama_10_pe/default/table?lang=en

While differences and discrepancies in data sources in terms of definitions and estimation methods cannot be fully eliminated, the methodological approach adopted constitutes an attempt to ensure the closest possible level of comparability.

In addition, an alternative methodological approach based on full-time equivalents (FTEs) is being explored. However, this approach requires further investigation before a comparison using FTEs can be fully implemented to ensure harmonization between DCF and EUROSTAT frameworks.

Financial position vessels' owner (skipper): Similarly, to assess the *Financial position* of vessel owners, data from the DCF and EUROSTAT were used. An initial review of the available data in both sources was conducted, and those variables considered to be most compatible with the conceptual framework were selected, with the aim of achieving the closest possible level of comparability between the DCF and EUROSTAT data.

Using the DCF database, the net income per vessel owner (€/year) was approximated by dividing the sum of the value of unpaid labour and net profit by the number of vessel owners. As the number of vessel owners is not directly available as a pre-calculated indicator in the DCF database, this figure was estimated by extrapolating the number of vessel owners (including co-owners) from the sample to the population level. The indicator was calculated as follows:

Net income per vessel owner (€/year) = (Value of unpaid labour + Net profit) / Number of vessel owners,

were the variables correspond to the following codes in the DCF database:

- Value of unpaid labour: totunpaidlab
- Net profit: npl

In order to compare the net income per vessel owner at a national level, EUROSTAT data were used to represent the income of non-salaried workers in Greece. Specifically, the indicator employed persons except employees (NSAL) from table ilc_di05⁴ was selected, as it provides an income measure for self-employed persons in Greece that is conceptually closer to the income structure of vessel owners, which typically combines net profit with the imputed remuneration of unpaid labour. Income was measured using

⁴ https://ec.europa.eu/eurostat/databrowser/view/ilc_di05__custom_19438485/default/table

the Mean equivalised net income (MEI_E), expressed in euros per year (€/year). The indicator refers to individuals aged 16 to 64 years, with results reported for both sexes combined.

As with the previous indicator, it should be noted that this methodological approach constitutes an attempt to ensure the closest possible level of comparability, as differences and discrepancies in definitions and estimation methods across data sources cannot be fully eliminated.

Regarding the testing level, calculations were performed at both the fleet segment level and the national fleet level for both indicators, as shown in Tables 2 and 3 below.

1.1.2.2. Results

Tables 2 and 3 below present the *Financial position* of the crew and the vessel owners, respectively, at the fleet segment level as well as at the national fleet level. As seen in table 2, the gross average annual wage per crew member for 2023 appears to lag significantly behind the gross average annual salary per employee in Greece across all fleet segments. An exception is observed in fleet segment FPO VL0006, where crew wages are closer to the national average, showing a relatively small gap of around -5%. This suggests a better alignment with overall labour market compensation levels compared to the other segments. In general, the results indicate that crew remuneration tends to fall below the national average in most fleet segments, although the extent of this difference varies across cases.

Regarding the net income per vessel owner (€/year) compared to the net income per self-employed person in Greece (€/year), as it can be seen in Table 3, the overall picture suggests that the gap is less pronounced than in the case of crew wage. In particular, relatively strong income performance is observed in fleet segments FPO VL0612 and PS VL2440, where net income levels exceed the average annual net income per self-employed person in Greece by approximately 120% and 451%, respectively. On the other hand, a substantially larger gap compared to the national average is identified in segments DFN VL0006, DFN VL0612, HOK VL0006, and HOK VL1218, where net income remains significantly below the average annual net income per self-employed person in Greece, with deviations of approximately -91%, -76%, -72%, and -71%, respectively. Overall, while vessel owner income appears more closely aligned with the national average than crew wages, there is still considerable variation across fleet

segments, with both strong outperformance and significant underperformance observed.

Table 2. Financial position crew

Year: 2023		Financial position crew			
Fleet segment	Gross average annual wage per crew member	Gross average annual salary per employee in Greece	Absolute difference	Percentage difference (%)	Relative ratio
GRC MBS DFN0006 NGI	7075.37	16519.71	-9444.35	-57%	0.428
GRC MBS DFN0612 NGI	9168.07		-7351.64	-45%	0.555
GRC MBS DFN1218 NGI	10598.55		-5921.16	-36%	0.642
GRC MBS DTS1824 NGI	10000.00		-6519.71	-39%	0.605
GRC MBS DTS2440 NGI	9603.96		-6915.75	-42%	0.581
GRC MBS FPO0006 NGI	15629.97		-889.75	-5%	0.946
GRC MBS FPO0612 NGI	3275.95		-13243.77	-80%	0.198
GRC MBS HOK0006 NGI	7709.16		-8810.56	-53%	0.467
GRC MBS HOK0612 NGI	9572.62		-6947.10	-42%	0.579
GRC MBS HOK1218 NGI	8873.65		-7646.06	-46%	0.537
GRC MBS PS 1218 NGI	7337.04		-9182.68	-56%	0.444
GRC MBS PS 1824 NGI	9326.34		-7193.37	-44%	0.565
GRC MBS PS 2440 NGI	10514.41		-6005.31	-36%	0.636
<i>Total Fleet</i>	8921.14		-7598.57	-46%	0.540

Table 3. Financial position vessels' owner.

Year: 2023		Financial position vessels' owner			
Fleet segment	Net income per vessel owner (€/year)	Net income per self-employed person in Greece (€/year)	Absolute difference	Relative ratio	Percentage difference (%)
GRC MBS DFN0006 NGI	1210.37	14059 (p)	-12848.63	0.086	-91%
GRC MBS DFN0612 NGI	3308.85		-10750.15	0.235	-76%
GRC MBS DFN1218 NGI	4647.94		-9411.06	0.331	-67%
GRC MBS DTS1824 NGI	13415.26		-643.74	0.954	-5%
GRC MBS DTS2440 NGI	17200.10		3141.10	1.223	22%
GRC MBS FPO0006 NGI	5957.55		-8101.45	0.424	-58%
GRC MBS FPO0612 NGI	30944.92		16885.92	2.201	120%
GRC MBS HOK0006 NGI	3907.74		-10151.26	0.278	-72%
GRC MBS HOK0612 NGI	13272.16		-786.84	0.944	-6%

GRC MBS HOK1218 NGI	4125.19		-9933.81	0.293	-71%
GRC MBS PS 1218 NGI	4579.88		-9479.12	0.326	-67%
GRC MBS PS 1824 NGI	17150.47		3091.47	1.220	22%
GRC MBS PS 2440 NGI	77505.86		63446.86	5.513	451%
<i>Total Fleet</i>	5303.87		-8755.13	0.377	-62%

p = provisional data

1.1.2.3. Challenges

A key challenge when investigating data availability for the calculation of the *Financial position of vessel owner* indicator was to find the number of vessel owners, as ownership information in the Greek fleet registry is not fully harmonized, with some VAT numbers corresponding to individual owners, while others to enterprises. Furthermore, vessel activity is not being defined through the relevant data on the fleet register, as there are vessels that are recorded as active in the fleet registry, but according to the methodological approach followed for vessel activity, these may not be considered as active.

According to personal communication with the Directorate General of Fisheries of the Ministry of Rural Development and Food, these issues are expected to be addressed in the new fleet registry, where in each vessel an enterprise VAT number will be recorded along with the VAT numbers of the owners.

At the moment, the number of vessel owners in the Greek case was estimated utilizing DCF data, and the indicator was calculated by extrapolating from the sample to the population level the number of vessel owners.

It should also be taken into account that this comparison includes fishing enterprises of different sizes and characteristics, while the national averages refer to all types of businesses, regardless of their size or sector. Therefore, the results should be considered with some caution, as part of the differences may be linked to the specific characteristics of different fleet segments, and not only to actual differences in economic performance.

1.1.2.4. Suggestions

Regarding the indicator used to assess the financial position of vessel owners (skippers), the following refinement in the calculation formula of the indicator is recommended, as net profit is not comparable with the net income per self-employed person in Greece (€/year): The DCF variable net income (€/year) – rather than net profit – should be

divided by the total number of vessel owners to estimate net income per vessel owner (€/year).

As different MS pilot studies may apply varying methodologies for the calculation of these indicators, it should be discussed whether there could be a common methodological approach applicable to all MS, thus ensuring greater consistency and comparability of results at the EU level.

1.2. Number of fishers in trade unions (quantitative)

1.2.1. Indicator description and proposed testing approach

This indicator captures the extent to which fishers exercise collective bargaining power, while also highlighting the significance of their active participation in influencing policies related to labour. It constitutes an important indicator, as it promotes the long-term sustainability and governance of the fishers' community by ensuring that fishers' perspectives are heard and that issues concerning their rights and welfare are taken into consideration (Liontakis & Riechers, 2025).

It is defined as the proportion of fishers who are members of trade unions, functioning as a measure of the sector's collective bargaining capacity and, in parallel, indicates the degree to which fishers are collectively organized and able to represent and defend fair wages, improved working conditions and labour rights. In this context, it further reflects the role of fishers in shaping policies concerning labour, at both national and European levels, thus assisting in enhancing governance and the sector's long-term sustainability. This indicator about trade union membership reflects both formal labour representation and fishers' involvement in institutional processes, contributing to the incorporation of their views into decision-making, particularly regarding social protection and working conditions.

The proposed data sources and level of analysis for estimating this indicator, as noted by Liontakis and Riechers (2025), are based on data derived from secondary sources, and specifically, from national statistics and trade union registries, with the possibility of disaggregation at the segment level to capture heterogeneity in unionization rates across different types of fisheries and regions.

1.2.2. Pilot testing of the variable

1.2.2.1 General information

According to Eurofound's report "Representativeness of the European social partner organisations: Sea fisheries sector", in Greece, despite its large share of the EU's sea fishers, no sectoral trade unions could be identified (Eurofound, 2020, pp. 21–22). This absence is closely linked to the structure of the Greek fisheries sector, which is dominated by small-scale fishing, high levels of self-employment, and extensive reliance on unpaid family labour, conditions that make formal union organisation difficult to sustain. Consequently, Greece has no national affiliate in the European Transport Workers' Federation (ETF), which confirms the lack of an institutionalised trade union presence and weakens Greek workers' representation in European-level sectoral dialogue (Eurofound, 2020, p. 59).

At the country level, unionism is practised through Employer Organisations (EOs)/Unions at a national level and fishers' associations at a local level. Specifically, a small number of Employer Organisations (EOs)/Unions operate at a national level, alongside a large number of fishers' associations scattered across the country's coastal areas, with local action. It should be emphasized that the numerical and structural requirements set by the Greek legislation (Law 4015/2011, article 17) cannot be met by fishers' associations in order to form secondary or tertiary organisations. More specifically, this legislation altered the pre-existing framework for trade unionism and collective representation in the primary sector by requiring fishers and farmers to be organized under common associations. As fishers constitute a minority in most areas compared to farmers and have distinct professional activities with the latter and, consequently, different interests, this framework has constrained fishers' right to fair representation. Therefore, as fishers' associations cannot register directly as members of a higher level structure, in order to strengthen their collective representation beyond the local level, they organise through Unions under a different legal framework (regulated by the Greek Civil Code), in which the members of the fishers' association are registered. However, unlike recognised legal entities established under Law 4015/2011, these Unions are not eligible for public funding. Furthermore, the Unions in this legal form are not entitled to appoint an authorized representative to the Fisheries Council, a consultative body that operates within the Ministry of Rural Development and Food and provides advisory opinion on sector-related matters. As a result, these

constraints limit their capacity to support representation activities at both national and European levels.

Regarding migrant fish workers, who are mainly employed on a seasonal basis, there is currently no formal trade union representation, further aggravating the already identified gaps in the sector's collective representation.

1.2.2.2. Utilized Data Sources and testing level

Since there was a lack of secondary data regarding the number of fishers participating in Unions and fishers' associations, the information was gathered through an online survey via LimeSurvey (online survey tool) or via telephone communication. The list of Unions and fishers' associations with their contact information was provided to us by the Directorate General of Fisheries of the Greek Ministry of Rural Development and Food.

To gain a more comprehensive understanding of the Unions and Fishers' associations, we first undertook preliminary communication with a Union and a small number of Fishers' associations. Our main concerns were determining the way we would formulate the question regarding the number of members. Specifically, we wanted to clarify whether they distinguished their members into registered and active, and if so, what were the criteria for considering a member as active. Another goal of the preliminary communication was to investigate the key activity areas in order to understand the extent of their union activity. The questionnaire that was designed comprised eight questions covering: the name of the Union/Fishers' association; its administrative/spatial level of activity (national or regional); its establishment date; the number of registered members; the number of active members according to its statutes; its activities (organisations and/or participation); the position of the interviewee within the Union/Fishers' association and a contact telephone number (see Appendix I).

Regarding the testing level, we collected data at a fleet level, as due to the large number of small-sized Fishers' associations at a local level, it was practically non-feasible to collect data at a more detailed level.

1.2.2.3. Results

Some fishers' associations reported having very few members, mostly of advanced age (over 60 or 70 years old), with limited or no participation in activities, which may indicate the ageing and decline of the fishing population in the area. Furthermore, some associations stated that they have been dissolved. In contrast to the above, other associations exhibit strong activity, particularly at the local level.

Table 3 below shows the number of fishers who are members of the Unions and the fishers' associations who participated in the survey. Through the mixed method approach (online survey and telephone interviews), we managed to collect 56 responses.

Table 4. Number of registered and active members in Unions and Fishers' associations participated in the survey.

	Number of Respondents	Registered members	Active members
Unions	8	8,642	8,266
Fishers' Associations	48	4,792	3,703
Total number of Trade Unions in Greece*	156		

* According to the list of Trade Unions and Fishers Associations provided by the Directorate General of Fisheries of the Greek Ministry of Rural Development and Food.

1.2.2.4. Challenges

The main issue emerged during the investigation of this variable is the lack of an official list with all the registered members per fishers' association/ Union. One of the main challenges face during the pilot testing of this indicator was the large number of small size fishers' associations, and the lack of online presence (e.g. lack of websites, social media pages or other digital footprint and visibility) for the vast majority of them, which made it difficult to identify their activities and the level of representativeness of the fishers. The absence of an online presence revealed a significant lack of visibility of the associations and their activities. This may be attributed either to a limited knowledge and use of Information and Communication Technologies (ICTs) by their administrations, or as a result of the abolition of the institutional role they had been assigned following the end of the requirement for fishers to register to their local association to obtain a fisher's license.

Consequently, this lack of ICT knowledge or their insufficient acknowledgement was illustrated in the online survey results as a significant number of participants entered

the online survey but hesitated to answer any questions. Thus, in order to collect the data, we performed telephone communication with the majority of the interviewees being very willing to answer and facilitate the process. Nevertheless, the number of members (registered and active) should be interpreted with caution, as many of the participants interviewed via telephone were unable to recall the exact numbers and could only provide approximate estimates.

1.2.2.5. Suggestions

To ensure comparability across Member States (MS) all levels of structure and representation of the unionism (e.g., organizational tier, spatial level of action, bargaining power) should be clearly mentioned and clarified, as there isn't a unified approach across MS. Therefore, it may be necessary to first conduct a discussion in which all MS define the form of unionism applied in their countries, for the fisheries sector, at all levels. The objective of this endeavour would be to identify equivalences and standardise the different forms of unionism to be used as guidelines in the next data collection call.

Regarding the Greek case, a large-scale survey is recommended to achieve the broadest possible coverage of Fisher's associations.

2. Working conditions

Work Safety

According to ISSG, Work Safety is considered a critical dimension in the fisheries sector, as occupational risks, including injury and fatality, are significantly higher compared to other industries. The situation is similar for aquaculture, but there is a differentiation in the types of risks. On the contrary, its relevance to the fish processing industry is more limited, as safety issues in that sector occur within a different operational framework (Liontakis & Riechers, 2025). Under the specific category of indicators, two specific quantitative indicators were highlighted, that is, a) the *minimum required crew per vessel* and b) the *mandatory safety training*. For the Greek pilot testing, the *minimum required crew per vessel* was selected.

2.1. Minimum required crew per vessel

2.1.1. Indicator description and proposed testing approach

This indicator examines crew size reduction patterns in fishing vessels, emphasizing reductions motivated by endeavours to minimize operational costs. These cost-cutting strategies could potentially compromise onboard safety, a concern especially relevant in Large-Scale Fisheries, where understaffing can result to significant physical and psychological strain, resulting in an increased likelihood of accidents. Regarding small-scale fisheries, although the common practice of solo vessel operation is not usually driven by cost reduction efforts, it nonetheless poses severe safety risks due to the lack of onboard assistance in cases of technical malfunction, medical issues or other maritime emergencies (Liontakis & Riechers, 2025).

The aim of this indicator is threefold: i) to quantify the number of fishers operating individually, ii) to track trends in crew size reductions in LSF over time, and iii) to map safety vulnerabilities across different fleet segments.

The examination of these patterns could provide valuable insights for policymakers and relevant stakeholders as to whether there is compliance with the minimum crew requirements, as well as whether economic pressures are compromising safety standards. Accordingly, the results can foster the creation of tailored regulatory frameworks regarding safety to ensure the protection of fishers operating across all fleet segments.

For the estimation of this indicator, the proposed data sources include the fleet registry and national sources. The analysis is intended to be conducted at the fleet segment level to enable differentiation of safety risk across vessel categories.

Nonetheless, as underscored by Liontakis and Riechers (2025), different crew size regulations among MS, inconsistent implementation of safety standards, and underreporting of crew members for cost reduction, hinder data collection in fisheries. Furthermore, as SSF and LSF face different risk challenges complicating data analysis, effective methodologies should be developed to accurately evaluate safety hazards across the different fleet segments.

2.1.2. Pilot testing of the variable

2.1.2.1 General information

According to the indicator description and the proposed testing approach presented above, the long-term goal of collecting the specific indicator is to monitor the trends in crew size reductions on fishing vessels over time (especially in LSF), due to cost reductions resulting in jeopardising on-board safety.

Regarding the minimum required crew per vessel in Greece, it is defined by the Presidential Decree No. 16/2004 on the minimum manning requirements of Greek fishing vessels engaged in domestic voyages. Following direct communication with the Directorate General of Fisheries of the Ministry of Rural Development and Food, it was confirmed that, in accordance with the provisions of the Presidential Decree mentioned above, the minimum crew composition is determined as follows:

For fishing vessels with an overall length of 24 meters and above (≥ 24 m), the minimum required crew consists of two or three persons, namely one master insured at Seamen's Pension Fund, one deckhand, usually a fish worker, and one engineer. In cases where there is a certified remote engine control system installed in the vessel, the engineer is not required.

For fishing vessels with an overall length of less than 24 meters (< 24 m), the minimum required crew consists of one master, who must hold at least a helmsman's certificate for fishing vessels.

The above minimum requirements can be used as a reference threshold against which the annual average number of crew members per fleet segment can be compared. Deviations below these thresholds may indicate reductions in crew size that could potentially compromise operational safety on board.

2.1.2.2. Utilized Data Sources and testing level

As previously mentioned, the aim of this indicator is to monitor trends in crew size reductions on fishing vessels over time, in order to identify reductions that may compromise safety on board. To this end, information on the average crew size is required on an annual basis. Although these data are collected annually through the DCF, they are not directly available in the DCF database, and, therefore, the relevant figures were derived from the sample.

2.1.2.3. Results

Table 5 below, presents the average number of crew members per year for each fleet segment. As can be seen in the table, the minimum number of crew members in each fleet segment is in line with the legal requirements set up by the Presidential Decree No. 16/2004 described above.

Table 5. Average number of crew members for the year 2023.

Fleet segment	Average number of crew members per vessel
GRC MBS DFN0006 NGI	1.28
GRC MBS DFN0612 NGI	1.42
GRC MBS DFN1218 NGI	2.52
GRC MBS DTS1824 NGI	5.27
GRC MBS DTS2440 NGI	6.10
GRC MBS FPO0006 NGI	1.27
GRC MBS FPO0612 NGI	1.39
GRC MBS HOK0006 NGI	1.15
GRC MBS HOK0612 NGI	1.35
GRC MBS HOK1218 NGI	2.40
GRC MBS PS 1218 NGI	7.56
GRC MBS PS 1824 NGI	9.73
GRC MBS PS 2440 NGI	11.86
<i>Total fleet</i>	2.30

2.1.2.4. Challenges

According to information provided by the Directorate of Fisheries, the new fleet registry will include entries for both the minimum and maximum crew numbers per vessel (see also, European Commission, Directorate-General for Maritime Affairs and Fisheries, 2025), providing an opportunity to better capture and analyse long-term trends in crew size. Nevertheless, further clarification is required as to whether these figures will be updated annually.

2.1.2.5 Suggestions

The authors concur with the challenges identified by Lontakis and Riechers, 2025, particularly with those related to data collection arising from differences in crew size regulations and enforcement across Member States, as well as with the different safety risks among small-scale fisheries (SSF) and large-scale fisheries (LSF) – i.e., on single-

operated vessels in SSF vs. under-crewed vessels in LSF – which require differentiated approaches to safety assessment across fleet segments which may be difficult to compare. Therefore, the authors propose a discussion of the different regulations/requirements across MS, in order to follow a common methodological approach that will ensure comparability across different data.

Well-Being

2.2. Time Away from Home (Quantitative)

2.2.1. Indicator description and proposed testing approach

According to Lontakis & Riechers (2025), this indicator assesses the time fishers spend away from home, measured as the annual number of days spent at sea, which directly affects fishers' personal lives, family relationships, and overall well-being. By capturing this dimension, stakeholders and policymakers can evaluate the social sustainability of fishing practices and design initiatives that promote the well-being of fishers and their communities.

The calculation of this indicator will rely on data already collected under the DCF and will be applied up to the fleet segment level, enabling comparisons across different fleets, gear types, and regions.

However, several challenges may affect the collection and interpretation of this information. A key challenge lies in accommodating variability across different fisheries and regions, as diverse practices in recording days at sea and trip numbers may be applied in different fleet segments and MSs. For example, in SSF, the short and frequent nature of trips, often lacking formal documentation, may lead to underreporting. In addition, as well-being is a subjective factor, *Time away from home* – although is a quantitative indicator – may not fully capture the psychological and emotional effects deriving from the extended absences from home, as each fisher's personal and family status is different. To this end, supplementary qualitative data may be needed to fully comprehend the overall picture. Finally, the seasonality of the fishing activity must be carefully accounted for to avoid misinterpretation of the outcome (Lontakis & Riechers, 2025).

2.2.2. Pilot testing of the variable

2.2.2.1. Utilized Data Sources and testing level

Already collected under DCF up to the segment level.

2.2.2.2. Results

Table 6 below shows the average days at sea per vessel for each segment of the Greek fleet. The results indicate that, in some cases, vessels of similar length appear to record different numbers of days at sea across fleet segments (e.g., DFN VL0006 vs FPO VL0006). However, this difference should be interpreted with caution. In practice, vessels may follow different operational patterns, with some undertaking shorter and more frequent trips. As a result, even if the total number of days at sea is relatively high, the actual time spent away from home may be lower than what is implied by this indicator alone. For this reason, for some fleet segments, *Time away from home* should also take into account the number and duration of fishing trips, in order to provide a more accurate reflection of fishers' living and working conditions away from home.

Table 6. Time away from home.

Time Away from Home (year=2023)	
Fleet segment	Average days at sea per vessel
GRC MBS DFN0006 NGI	95.40
GRC MBS DFN0612 NGI	152.25
GRC MBS DFN1218 NGI*	181.98
GRC MBS DTS1824 NGI*	177.38
GRC MBS DTS2440 NGI	211.82
GRC MBS FPO0006 NGI	187.94
GRC MBS FPO0612 NGI*	338.80
GRC MBS HOK0006 NGI	95.06
GRC MBS HOK0612 NGI	171.15
GRC MBS HOK1218 NGI*	73.04

GRC MBS PS 1218 NGI*	159.04
GRC MBS PS 1824 NGI	180.49
GRC MBS PS 2440 NGI	242.82
<i>Total Active Fleet</i>	142.32

2.2.2.4. Challenges

No challenges were identified as the indicator was already collected under the DCF. Nevertheless, the authors agree with the challenges pointed out by Lontakis and Riechers (2025), especially for the Greek fisheries in which Small-Scale Fisheries (SSF) are dominant in the sector.

2.2.2.5 Suggestions

The authors do not have any suggestions to propose, as the collection and calculation of this specific indicator are straightforward and already included in the Data Collection Framework (DCF).

2.3. Age of fishing vessels

Vessel age has been identified by ISSG as a fundamental indicator concerning work safety in the fisheries sector. Older vessels, with their outdated equipment and absence of safety standards and maintenance practices, pose higher safety risks. The calculation of vessel age, typically measured in years, can be used to map those fleet segments in which the working environment is more hazardous and the likelihood of accidents is higher. As SSF are characterised by slower rates in vessel renewal and limited access to advanced safety technologies, the measurement of this indicator is important.

Regarding the data for the assessment of the indicator, they can easily be obtained from the national fleet registry. On the contrary, as underlined by ISSG, data concerning other safety issues such as reported injuries and fatalities, is more difficult to be acquired, particularly for areas in which reporting systems are underdeveloped. In addition, minor injuries are often underreported, while differences in data gathering procedures among MSs make comparisons difficult. In order to tackle these issues, ISSG suggested

prioritising pilot studies in regions with older fleets and well-established safety regulations, while improving the reporting of minor accidents, especially in SSF. Finally, the group suggested extending the indicator to aquaculture (Liontakis & Riechers, 2025).

2.2.1. Pilot testing of the variable

2.2.1.1. Utilized Data Sources and testing level

Already collected under DCF up to the segment level.

2.2.1.2. Results

Table 7 provides an overview of the age of vessels within each segment of the Greek fishing fleet. The results show that the average age of fishing vessels across fleet segments ranges from around 23 to 45 years, with an overall average of 33 years for the active fleet. In some fleet segments, such as PS VL1218 and DTS VL1824, vessels appear to be quite old on average. This could raise some concerns in terms of safety, as well as increased maintenance needs and possible outdated equipment. Even in segments with relatively lower average ages, vessels are still not particularly new. Overall, the fleet can be considered aging across all segments, suggesting that renewal rates may be limited. The overall picture in terms of vessel age, demonstrates a fleet that may face challenges in terms of modernization and long-term sustainability.

Table 7. Age of fishing vessels.

Fleet segment	Mean age of vessels (year=2023)
GRC MBS DFN0006 NGI	35.31
GRC MBS DFN0612 NGI	32.15
GRC MBS DFN1218 NGI*	26.94
GRC MBS DTS1824 NGI*	38.20
GRC MBS DTS2440 NGI	31.45
GRC MBS FPO0006 NGI	31.44
GRC MBS FPO0612 NGI*	28.98
GRC MBS HOK0006 NGI	37.02
GRC MBS HOK0612 NGI	33.19
GRC MBS HOK1218 NGI*	30.04
GRC MBS PS 1218 NGI*	44.92
GRC MBS PS 1824 NGI	32.89

GRC MBS PS 2440 NGI	23.32
<i>Total Active Fleet</i>	33.33

2.2.1.4. Challenges

No challenges were identified as the indicator was already collected under the DCF.

2.2.1.5 Suggestions

The authors do not have any suggestions to propose, as the collection and calculation of this specific indicator are straightforward and already included in the Data Collection Framework (DCF).

3. Assessment of management measures

3.1. Additional income to support fishing continuity

In order to better comprehend the economic resilience and livelihood strategies of the fishers, the ISSG emphasized the importance of monitoring additional income sources. This indicator assesses the proportion of income derived from non-fishing activities. It is expressed either as a share of total income or as the proportion of time allocated to fisheries in relation to total employment. The estimation of this indicator provides useful information about the degree fishers depend on additional income to keep practicing their fishing activity. This is particularly important for regions in which earning from fishing alone are insufficient to maintain livelihoods (Liontakis & Riechers, 2025).

Contrary to primary income sources that may be available from employment or tax records, obtaining detailed data on secondary activities usually require tailored survey collection. As highlighted by ISSG, this indicator is of particular importance for SSF where income diversification is a common practice, frequently vital for household stability. That said, the comparability of the indicator's outcomes among MSs may be challenging, as different income and employment reporting practices are applied. ISSG group recommended further exploration of this indicator through pilot studies, with particular attention to the refinement of data collection approaches that better capture informal work and seasonal fluctuations (Liontakis & Riechers, 2025).

3.2. Pilot testing of the variable

3.2.1. Utilized Data Sources and testing level

For assessing the additional income sources to support fishing continuity, information from the DCF data base were utilised. More specifically, for the Greek case, during the survey, the percentage of income derived from fishing is collected for all fishers, as well as separately for vessel captains, in addition to the corresponding shares of income originating from other sources. Accordingly, the percentage of income derived from fishing, at both fleet segment and national levels, was drawn from the sample to assess the share of income originating from other activities (see Table 8 below).

3.2.2. Results

Table 8 below presents the share of income from other activities, suggesting that these additional sources play an important role in supporting the sustainability of fisheries, especially for small-scale vessels (i.e., up to 12 meters). It should also be noted that the PS VL2440 shows no additional income from other activities, suggesting that this segment relies entirely on fishing income, possibly also reflecting the more demanding nature of large-scale fisheries.

Table 8. Share of income from fisheries and other activities.

Fleet segment	% of income derived from fishing (All fishers, incl. captains)	% of income derived from other activities (All fishers, incl. captains)
GRC MBS DFN0006 NGI	72%	28%
GRC MBS DFN0612 NGI	88%	12%
GRC MBS DFN1218 NGI	89%	11%
GRC MBS DTS1824 NGI	98%	2%
GRC MBS DTS2440 NGI	99%	1%
GRC MBS FPO0006 NGI	81%	19%
GRC MBS FPO0612 NGI	85%	15%
GRC MBS HOK0006 NGI	75%	25%
GRC MBS HOK0612 NGI	81%	19%
GRC MBS HOK1218 NGI	93%	7%
GRC MBS PS 1218 NGI	98%	2%
GRC MBS PS 1824 NGI	99%	1%
GRC MBS PS 2440 NGI	100%	0%
<i>Total Fleet</i>	83%	17%

3.2.3. Challenges

No challenges were identified as the indicator was already collected under the DCF.

3.2.4. Suggestions

The authors suggest that a complementary indicator could be developed to assess additional income sources of vessel captains from activities other than fishing, as well as the relative contribution of these alternative activities. In the Greek case, where the majority of vessel captains are also the owners of fishing vessels, this indicator may provide valuable insights into the economic resilience and continuity of fishing operations (see, for example, Table 8 for the corresponding results for Greece in 2023). Continued engagement of captains in the sector, supported at the same time by diversified income sources to maintain their fishing activity, may enhance the viability of the sector by enabling the provision of employment opportunities for additional crew members. Thus, monitoring such income patterns could contribute to a more comprehensive assessment of the socio-economic sustainability and resilience of the fleet.

4. Generational status

4.1. Number of people entering the fishing industry-Nr of new entrants in the vessel register

This indicator measures the number of new entrants in the vessel register as a proxy for assessing sectoral growth, generation renewal and the overall attractiveness of the fisheries occupation. As new vessel registrations are typically associated with the entry of younger or first-time fishers into the sector, this indicator serves as a direct measure of generational renewal. Overall, ISSG acknowledged tracking new entrants to the fisheries sector as vital for assessing generational renewal and sustainability. The Group endorsed this indicator but suggested augmenting it with data on crew members and younger workers who aren't vessel owners. It also highlighted the need to monitor new entrants in small-scale and informal fisheries, where vessel ownership may not be the main entry point (Liontakis & Riechers, 2025).

Fisheries administrative records and national vessel registries can provide data for this indicator. It has been created to be utilized at the fleet segment level, making it possible

to analyze patterns of generational renewal across sector's different segments. Nevertheless, a number of limitations were noted. Concerns were raised about this indicator's capacity to accurately reflect workforce renewal, despite the fact that some MSs indicated interest in piloting it, particularly in areas dealing with an aging workforce. Furthermore, as the indicator records vessel ownership it may ignore the entrance of crew members and informal workers. Finally, since some registrations may be made for administrative or financial reasons, vessel registration does not always reflect actual fishing activity (Liontakis & Riechers, 2025).

4.2. Pilot testing of the variable

4.2.1. Utilized Data Sources and testing level

In order to determine the number of new entrants in the fishing industry, data from the Greek fleet registry was exploited.

4.2.2. Results

Application of the CST (new construction) event filter for 2023 in the Greek fleet registry identified ten newly built vessels representing approximately 0.08% of the total fleet, indicating a very low level of renewal.

4.2.3. Challenges

Although ten newly built vessels were identified in the Greek fleet registry for 2023, the actual number of new entrants to the fleet cannot be easily determined. New registrations may reflect a variety of underlying processes, including fish workers, who are already in the profession, acquiring their first vessel, existing fishers purchasing an additional vessel, or fishers – often within the same family – decommissioning two older vessels in order to acquire a single new vessel with equivalent combined capacity. In addition, the interpretation of new entries is further complicated by the existence of overall fleet capacity limits, restricting entry opportunities. As a result, new vessel registrations do not necessarily correspond to the genuine entry of new people in the sector, thereby posing challenges for accurately assessing entry dynamics. The new fleet registry is expected to facilitate the identification of new entrants by providing more detailed vessel- and ownership-related information (personal communication with the Directorate General of Fisheries of the Ministry of Rural Development and Food).

4.2.4. Suggestions

It is recommended that the feasibility of this specific variable be further discussed, as the collection of accurate and reliable data remains challenging. In particular, uncertainties persist regarding whether the indicator effectively captures the phenomenon being investigated, that is *Number of people entering the fishing industry*, highlighting the need for methodological clarification before its broader application.

4.2. Number of participants in decommissioning schemes

The number of participation in decommissioning programs was recognized by the ISSG as a crucial metric for evaluating labor market dynamics and workforce sustainability in fisheries. According to the STECF EWG, monitoring exits from the sector – whether as a result of voluntary retirement, involvement in decommissioning initiatives, or financial difficulties – provides important information about the financial sustainability of fisheries and the broader issues surrounding generational renewal.

This clearly stated indicator focuses predominantly on fishers who exit the sector under formal mechanisms like early retirement incentives or state-funded decommissioning programs. Insurance companies, labour authorities, and national fisheries administrations are typically the sources of data (Liontakis & Riechers, 2025).

4.2.1. Pilot testing of the indicator

Currently, no such schemes are implemented, and consequently, there are no participants in decommissioning schemes. Nevertheless, Greece has a recent history of implementing measures related to the permanent cessation of fishing activities. In particular, a substantial reduction of the Greek fishing fleet occurred in 2018, when 751 vessels were withdrawn from the register under EMFF Measure 6.1.10 ('Permanent cessation of fishing activities'), as part of the 2014–2020 Fisheries and Maritime Operational Programme. This reduction formed part of broader action plans aimed at decreasing fishing capacity, with the main scrapping operations taking place in 2018 and continuing into 2019. Since then, no scrapping activity has been carried out (Hellenic Republic, Ministry of Rural Development and Food, Directorate-General for Fisheries, 2019, 2020).

Conclusions

This report depicts the findings of the Greek Pilot Study on Additional Social Variables, carried out in 2025 under the EU Data Collection Framework (DCF) and in accordance with the methodological efforts of the STECF Expert Working Group on the Social Dimension of the Common Fisheries Policy (EWG 24-05) and the Inter-Sectoral Social Group (ISSG). The study attempts to examine the feasibility, significance, and methodological rigorousness of newly suggested social indicators for the EU fishing sector to aid in the ongoing endeavour toward enhancing the social dimension of fisheries governance.

More specifically, Greece participated voluntarily and conducted a pilot study to test a selection of the proposed social indicators at the EU level, specifically for the Greek fishing fleet. The study examined the availability, quality, and comparability of data, identified methodological challenges, and offered recommendations for future EU large-scale social data collection. Out of four indicator categories proposed at EU level – *Social and Financial Status*, *Working Conditions*, *Assessment of Management Measures*, and *Generational Status* – eight social variables were pilot tested for the Greek fishing fleet. Key quantitative variables analysed include *Financial position/Well-being*, *Minimum required crew per vessel*, *Time away from home*, *Additional income sources*, *Age of fishing vessels*, *New entrants in the vessel register* and *Participation in decommissioning schemes*, for which primary DCF data, the Annual Economic Report (AER), the Greek fleet registry, and EUROSTAT were utilised. Regarding the estimation of the *Number of fishers in trade unions* indicator, an online survey and organised telephone interviews were performed, using contact information provided by the Directorate General of Fisheries of the Ministry of Rural Development and Food.

The findings of the Greek pilot study demonstrate that the proposed social indicators are overall relevant and provide useful insight into the social dimensions of the fisheries sector. At the same time, the results highlight several important challenges and limitations related to data availability, divergent methodologies across Member States, and conceptual clarity, which should be tackled before a wider implementation at EU level.

Regarding the *Financial position* of fishers, the results indicate that crew members are generally in a weaker economic position compared to the national average, while vessel

owners show a more mixed picture with significant variation across fleet segments, including both strong outperformance and notable underperformance. However, it is important to note the comparison involves fishing firms of all sizes and features, while national averages encompass all company types irrespective of size or industry. Therefore, findings must be taken with caution, since variations may be attributed to the distinct characteristics of various fleet segments rather than just to disparities in economic performance. Furthermore, given that various MS pilot studies may use different methodology for calculating these indicators, it is highly recommended to investigate the feasibility of a unified methodological approach applicable to all MS, which would result in enhancing consistency and comparability of findings at the EU level.

In terms of collective representation, the indicator on fishers' participation in trade unions reveals a fragmented and uneven landscape. Overall, while a substantial number of fishers are members of unions or local fishers' associations, representation remains weak at national and EU levels due to legal, institutional, and organizational barriers. In addition, while some local associations remain active, others show declining membership and limited engagement, often linked to the ageing of the fishing population, and some have been dissolved. The absence of an official list with all the registered members per fishers' association/ Union, consists a key limitation revealed during the investigation of this indicator. In order to maximise coverage, given the large number of small fishers' associations at a local level, a large-scale survey is recommended for the Greek case study. Lastly, to ensure comparability across MSs, unionism structures should be clearly defined and standardized.

The findings on working conditions show that the minimum number of crew members across fleet segments are in line with the national legal requirements. However, the indicator on *Time away from home* does not fully capture the actual working patterns, as it does not consider the frequency and duration of fishing trips (e.g., shorter and more frequent trips). This suggests that additional variables are needed to better reflect fishers' living and working conditions away from home, such as the number and duration of fishing trips.

Furthermore, the analysis also emphasises significant structural challenges in the sector, which could in turn, challenge its long-term sustainability. The Greek fleet is deemed ageing across all segments, indicating limited renewal rates, which raises potential concerns regarding safety, increased maintenance requirements, and outdated

equipment. Additionally, the very low number of new vessels entering the fleet registry (approximately 0.08% of the total fleet), indicates limited generational renewal. Nevertheless, it should also be noted that new registrations in the Greek fleet registry may not illustrate the actual number of new entrants in the fishing sector, as they may reflect other events such as first-time vessel ownership by existing fishers. Additional limitations regarding the *Number of new entrants in the vessel register* were also identified and require further attention.

Finally, additional income from non-fishing activities appears to play an important role, especially for small-scale fisheries, significantly contributing to their economic sustainability. A supplementary indicator might provide a clearer picture of income diversification strategies, illustrate the relative contribution of different activities, and provide a more thorough evaluation of the socio-economic sustainability and resilience of the fleet.

Overall, the Greek pilot study indicates that the proposed indicators tested are relevant and feasible to a significant extent. Nonetheless, it stresses the importance of additional methodological refinement, better data availability, institutional support, as well as the necessity for a uniform methodological framework across MSs to ensure comparability. The insights emerged from the analysis, provide valuable information for the future incorporation of additional social indicators into the EU data call, as well as for stakeholders focusing on the social issues of the Greek fisheries.

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Έρευνα για τη συλλογή κοινωνικών μεταβλητών στο πλαίσιο του Εθνικού Προγράμματος Συλλογής Αλιευτικών Δεδομένων (ΕΠΣΑΔ)



Στο πλαίσιο του **Εθνικού Προγράμματος Συλλογής Αλιευτικών Δεδομένων (ΕΠΣΑΔ)**, το **Ινστιτούτο Αγροτικής Οικονομίας και Κοινωνιολογίας (ΙΝΑΓΡΟΚ)** του **Ελληνικού Γεωργικού Οργανισμού (ΕΛ.Γ.Ο.) - "ΔΗΜΗΤΡΑ"**, υλοποιεί μια έρευνα που αποσκοπεί στη συλλογή και ανάλυση κοινωνικών μεταβλητών σχετικών με τις παράκτιες κοινότητες και τους επαγγελματίες της αλιείας. Σκοπός της έρευνας είναι η καλύτερη κατανόηση της κοινωνικής διάστασης του ελληνικού αλιευτικού στόλου, ώστε να ενισχυθεί ο σχεδιασμός δράσεων και πολιτικών για την ενδυνάμωση των παράκτιων περιοχών και τη βιώσιμη ανάπτυξη του τομέα της αλιείας.

Η συμπλήρωση του ερωτηματολογίου δεν θα διαρκέσει περισσότερο από 10 λεπτά και τα στοιχεία που θα συλλεχθούν θα χρησιμοποιηθούν αποκλειστικά για ερευνητικούς σκοπούς, τηρώντας πλήρως την εμπιστευτικότητα και ανωνυμία των απαντήσεων.

Παρακαλούμε στο τέλος της έρευνας να πατήσετε το κουμπί 'Υποβολή', για να καταχωρηθεί η συμμετοχή σας.



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
Υπουργείο Αγροτικής Ανάπτυξης
και Τροφίμων



Με τη συγχρηματοδότηση
της Ευρωπαϊκής Ένωσης



Q00: Ποια είναι η πλήρης ονομασία του αλιευτικού σας συλλόγου/σωματείου ή της ένωσής σας;

Παρακαλώ γράψτε την απάντησή σας εδώ:

Αυτό το ερωτηματολόγιο έχει 8 ερωτήσεις.

Στοιχεία Συλλογής Ερωτηματολογίου

Q01: Σε ποια Περιφερειακή Ενότητα (Π.Ε.) δραστηριοποιείται ο σύλλογος/σωματείο/ένωση; Αν δραστηριοποιείται σε πανελλήνιο επίπεδο, παρακαλούμε σημειώστε "Πανελλήνιος".

Παρακαλώ γράψτε την απάντησή σας εδώ:

Q03: Έτος ίδρυσης του συλλόγου/σωματείου/ένωσης:

Παρακαλώ εισάγετε μια ημερομηνία:

Q04: Ποιος είναι ο αριθμός των **εγγεγραμμένων μελών** στον αλιευτικό σας σύλλογο/σωματείο ή στην ένωσή σας;

Σε αυτό το πεδίο μπορείτε να καταχωρίσετε μόνον αριθμούς.

Παρακαλώ γράψτε την απάντησή σας εδώ:

Q05: Βάσει των προϋποθέσεων που θέτει το καταστατικό σας, πόσα είναι τα **ενεργά μέλη** του συλλόγου/σωματείου/ένωσης;

Το καταστατικό μπορεί να διαφέρει από σύλλογο σε σύλλογο. Για παράδειγμα, σε κάποιους συλλόγους ένα μέλος θεωρείται ενεργό όταν συμμετέχει στις γενικές συνελεύσεις και πληρώνει ετήσια συνδρομή.

Σε αυτό το πεδίο μπορείτε να καταχωρίσετε μόνον αριθμούς.

Παρακαλώ γράψτε την απάντησή σας εδώ:

Q06: Ποιες είναι οι κύριες δράσεις* του συλλόγου/σωματείου/ένωσης;

*Ως "δράσεις" εννοούνται ενδεικτικά: η οργάνωση ή η συμμετοχή σε ενέργειες για την προστασία του θαλάσσιου περιβάλλοντος, η προβολή της πολιτιστικής κληρονομιάς της παράκτιας αλιείας, η αντιμετώπιση της παράνομης αλιείας, η συμβολή στη βελτίωση των δικαιωμάτων και των συνθηκών εργασίας των επαγγελματιών της αλιείας, η διοργάνωση πολιτιστικών ή ψυχαγωγικών εκδηλώσεων, κ.λπ.

Παρακαλώ γράψτε την απάντησή σας εδώ:

Q07: Παρακαλούμε σημειώστε την ιδιότητά σας στο σύλλογο/σωματείο/ένωση:

Επιλέξτε μια από τις παρακάτω απαντήσεις
Παρακαλώ επιλέξτε **μόνο ένα** από τα παρακάτω:

- Πρόεδρος
- Αντιπρόεδρος
- Γραμματέας
- Ταμίας
- Μέλος του Διοικητικού Συμβουλίου
- Άλλο

Q08: Παρακαλούμε σημειώστε ένα τηλέφωνο επικοινωνίας, για τυχόν διευκρινίσεις:

Σε αυτό το πεδίο μπορείτε να καταχωρίσετε μόνον αριθμούς.

Παρακαλώ γράψτε την απάντησή σας εδώ:

Σας ευχαριστούμε πολύ για τη συμμετοχή σας!

Υποβολή της έρευνας.

Ευχαριστούμε που συμπληρώσατε αυτή την έρευνα.