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ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET 2018 (2017 DATA) Article 22 of Regulation (EU) No 1380/2013 of the EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013

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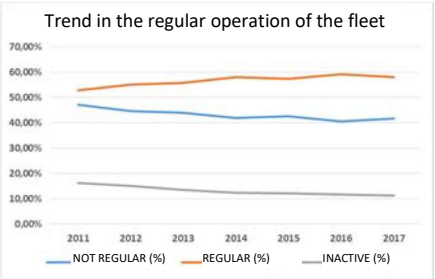
A.

Owing to the large amount of information required to supplement the report, as the Spanish fleet is one of the largest in Europe, and to ensure that you have all the data and necessary documents, **an annex is included with additional documents**.

A. REPORT SUMMARY

In 2017, of 9 356 vessels current throughout the year, 8 295 (89 %) undertook fishing activity and 1 061 remained inactive (11 %). It was mainly the small-scale fleet that was inactive, with 946 vessels from that fleet not performing any activity in 2017. On the other hand, with regard to full-time fishing activity such as that carried out for more than 90 days a year, the Spanish fleet increased its regularity year on year, although there was a slight reduction in 2017.



			2011	2012	2013	2014	2015	2016
CURRENT VESSELS			10 900	10 544	10 167	9 921	9 686	9 459
1	INACTIVE VESSELS		1 784	1 606	1 372	1 228	1 185	1 105
2	ACTIVE VESSELS		9 116	8 938	8 795	8 693	8 501	8 354
	2A	ACTIVE <90 DAYS	3 359	3 118	3 109	2 938	2 946	2 742
	2B	ACTIVE FOR OVER 90 DAYS	5 757	5 820	5 686	5 755	5 555	5 612
	1+2A	NOT REGULAR (%)	47.18	44.80	44.07	41.99	42.65	40.67
	2B	REGULAR (%)	52.82	55.20	55.93	58.01	57.35	59.33

208 vessels were permanently removed from the register in 2017, most of which used the small-scale gear and bottom trawling methods, and 43 vessels were newly added to the fleet. All in all, this represents a reduction in capacity of 4 534.27 GT and 11 686.04 kW. We therefore believe that the restructuring of the fleet is advancing in a satisfactory manner, helping to establish a fleet segmentation which is more closely in line with fishing opportunities.

In 2017, the Spanish authorities continued the line of action concerning the structural adjustment of fishing capacity, applying fishery management, competitiveness, incentive, control and surveillance measures. During 2017, the quality management system under ISO 9001/2015 passed the relevant audit on the first follow-up. The certification has thus been maintained and strengthened by the experience achieved.

B. SPANISH OPINION ON THE BALANCE BETWEEN FLEET CAPACITY AND FISHING OPPORTUNITIES

The Spanish authorities, with a large number of vessels that fish in different fishing grounds and that have very different levels of professionalisation, face enormous difficulties in the production of balance indicators. We therefore offer the following proposals for the improvement of the indicators:

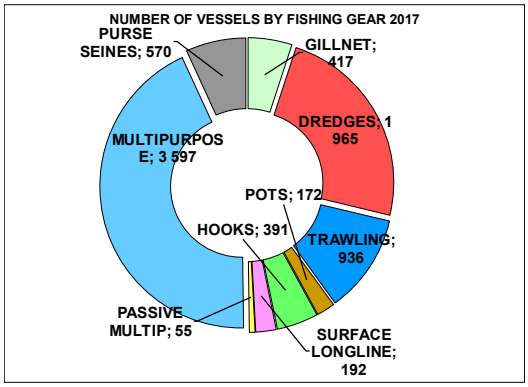
1. Importance of the sample of vessels taken for economic data (EAR); in Spain, the activity of vessels within the same segment varies widely, with vessels that fish 6 days and others 210; if the sample taken is from less active vessels, it will affect the data by extension to the entire segment, giving low returns and vice versa; a sampling design is proposed where the main variable within each segment is the activity. It is for this reason that Spain carries out the **action plan** with a **specific sampling procedure for vessels that fish more than 90 days/year (regular, or full-time)**
2. The need for sufficient time for final figures on the mortality rates of the stocks, and on SAR (species-area relationship) species (high variability has been found between different data sources). All Member States should use the same values to standardise results.
3. Obtaining the indicators by supraregions and fishing gears (as laid down in Regulation (EU) 2017/1004 of the European Parliament and of the Council of 17 May 2017 on the establishment of a Union framework for the collection, management and use of data in the fisheries sector and support for scientific advice regarding the common fisheries policy), does not in any way present the reality of the Spanish fleet. This could also occur in other Member States: for example, evaluating the North Atlantic trawlers of 24-40 metres for Spain jointly (as proposed in the Annual Report), provides a very different result to that which would actually show the balance/imbalance situation, if this trawling fleet is divided into the four fishing grounds where Spain fishes (NW Cantabrian, Gulf of Cadiz, NAFO and EU waters 27 VII, VIIIabde). This is the segmentation carried out by Spain in the Action Plan.
4. The possibility of joining length segments 1 and 2 (00-12 metres), thus analysing the artisanal fleet jointly.

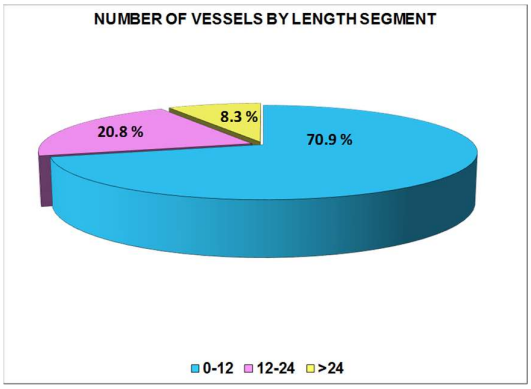
5. The need to include social indicators, mainly for the artisanal coastal fleet, in line with the recommendations of the report: '*Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities (STECF-17-18)'* prepared by the Scientific, Technical and Economic Committee for Fisheries.

C. FLEET SITUATION

i. Description of the fleet (Annex I)

The Spanish fleet can be characterised as an artisanal fleet, with 70.9 % of vessels less than 12 metres in length, 20.8 % with a length of 12-24 m and only 8.3 % more than 24 metres long. As for the age of the fleet, although the average age is about 30 years, the artisanal fleet is the oldest (35 years), while the 12 to 24 metre vessels are about 20 years old, and those longer than 24 metres have an average age of 16 years.

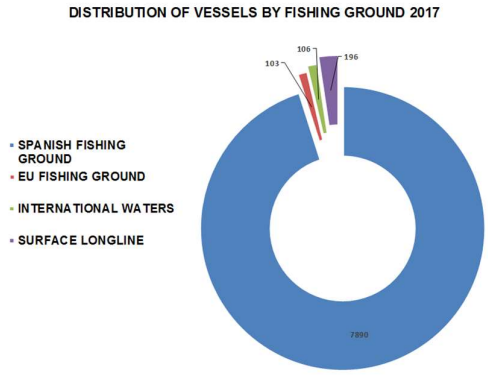


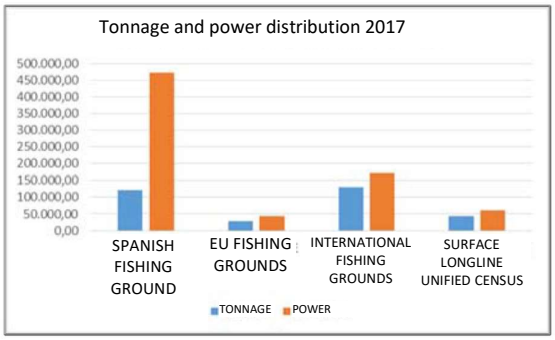


As regards fishing techniques, out of the active population in 2017 (8 295 vessels), 42 % were multipurpose artisanal vessels, followed by 24 % with dredges and manual dredges. These were followed by smaller fleets fishing with trawls (11 %), purse seines (7 %), hooks including surface longlines (7 %) and gillnets (5 %).

ii. Link with fisheries: management of fishing activity by the Spanish fleet (Annex II)

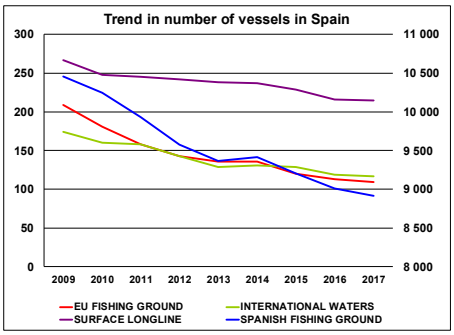
95.1 % of active vessels fished in national fishing ground waters, corresponding to 37.56 % of GT and 62.96 % of kW. The remainder of the fleet was made up of the fleet operating in EU waters (trawlers and passive gear), which comprised some 102 vessels (1.2 % of the active fleet), and the fleet operating in international waters under bilateral agreements, RFOs or private licences (1.29 %), which mainly consisted of trawlers and freezer tuna seiners. The standard surface longliner census (2.37 % of the active fleet) fished both in the Atlantic (included the Mediterranean) and in the Indian and Pacific Oceans.

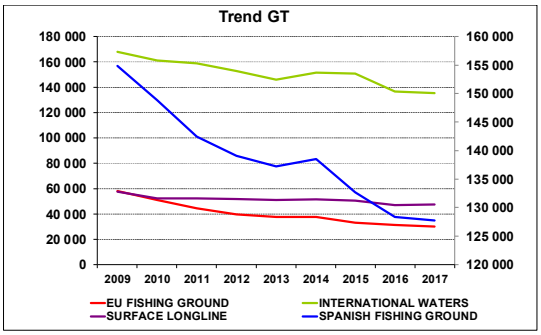


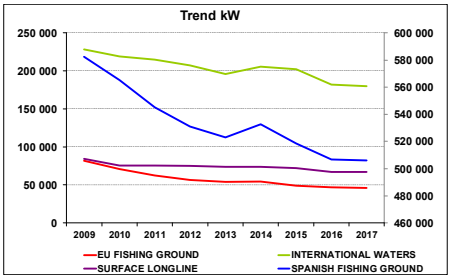


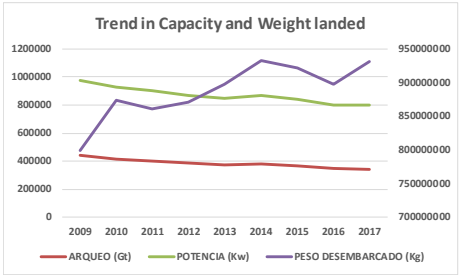
iii. Development of the fleet and fishing activity (Annex III)

The development of the registered fleet is characterised by a marked reduction in capacity, whether this is measured in terms of number of vessels, GT or kW, as shown in the graphs below.









(In the three graphs, the scale on the right-hand vertical axis refers exclusively to national fishing ground data)

If we analyse the development of the Spanish fleet over the last 8 years, we note that although the number of vessels and therefore their power and tonnage have diminished year on year, the volume of catches by the Spanish fleet has increased. This indicates that the less efficient and therefore unbalanced fleet has tended to disappear from the Spanish fleet. On the other hand, we note that the control measure of fishing effort in terms of power **(limitation of kW) and tonnage (limitation of GT) does not bring with it a reduction in catches**. It is therefore necessary to seek new methods of controlling fishing effort, such as TAC and quotas, restrictions on days of activity, temporary closed seasons, etc.

D. FISHING EFFORT SCHEMES (Annex IV)

Fishing capacity and effort are controlled in each fishery in accordance with its particular characteristics by implementing management or recovery plans, which are governed by their corresponding regulations. These plans lay down the regulatory conditions for the various fishing methods and set an authorised period of activity, closure periods, the technical requirements for vessels (power, length, tonnage), etc. They also indicate the vessels authorised to fish and enforce TAC regulations and quotas.

i. List of fishing effort schemes

Throughout 2017, temporary stoppages have been implemented in accordance with the EMFF Regulation. Specifically, the following temporary stoppages with aid have been implemented:

TYPE OF TEMPORARY WITHDRAWAL	EMFF REGULATION (EU) No 508/2014
Gulf of Cadiz Management Plan Trawling	Article 33(1)(a)
Gulf of Cadiz Management Plan Purse seine	Article 33(1)(a)
Management plan for dredge or mechanised dredge fishing off the Mediterranean coast of the Autonomous Community of Andalusia	Article 33(1)(c)
Plan for exploiting eel in the Nalón estuary	Article 33(1)(a)
Closed season in the Arousa estuary	Article 33(1)(a)
Red shrimp management plan Palamós	Article 33(1)(c)
Mediterranean bottom trawling management plan	Article 33(1)(c)
Mediterranean purse seine management plan	Article 33(1)(c)
Grand total	

ii. Impact of fishing effort reduction schemes on capacity (Annex IV)

Throughout 2017, a total of 208 vessels was withdrawn from the census of the operational fishing fleet. These withdrawals entailed a reduction of 4 534.27 GT, and a reduction in power of 11 686.04 kW.
On the other hand, through the implementation of Article 33 of Regulation (EU) No 508/2014 on the European Maritime and Fisheries Fund, a cumulative reduction in effort was carried out in 2017 with a reduction in capacity by 16 354.55 GT*days and 53 684.58 kW*days.
Throughout 2017, lines of aid were carried out for definitive withdrawal. These had the immediate effect of the permanent removal of 110 vessels belonging to segments that were not in balance with the above-mentioned action plan, with an effort decrease of 3 886.20 GT and 11 800.5 kW.

E. STATEMENT OF COMPLIANCE WITH THE ENTRY-EXIT SCHEME AND REFERENCE LEVELS (Annex V) (Regulation (EU) No 1380/2013)

NATIONAL TOTAL (Including Canary Islands)	GT	KW
FISHING CAPACITY LIMIT	423 550.00	964 826.00
FLEET CAPACITY ON 31/12/2017	333 825.24	782 990.71
Difference	89 724.76	181 835.29

CANARY ISLANDS	CA1- LENGTH T < 12 m. EU waters		CA2- LENGTH T >= 12 m. EU waters		CA3- LENGTH T >= 12 m. International and Third Country Waters	
	GT	KW	GT	KW	GT	KW
FISHING CAPACITY LIMIT	2 617.00	20 863.00	3 059.00	10 364.00	28 823.00	45 593.00
FLEET CAPACITY ON 31/12/2017	1 571.19	15 225.28	2 488.32	8 975.48	18 569.33	27 261.31
Difference	1 045.81	5 637.72	570.68	1 388.52	10 253.67	18 331.69

Data: March 2018 snapshot

F. FLEET MANAGEMENT SYSTEM

i. Summary of strong points, successes and weak points in the fleet management system

Strong points and successes:

- Efficient management system: Coordinated databases that compile information on fleet characteristics, with licences, electronic logging, VMS and sanctions.
- During 2017, the quality management system under ISO 9001/2015 passed the relevant audit on the first follow-up. Hence, the certification is maintained and strengthened with the experience gained, and will remain in force until the end of the first cycle, in March 2019.
- In 2017, a verification plan for engines among the trawl vessels of the NW Cantabrian Sea was carried out: physical verification of the power of 12 fishing trawlers was carried out, following the procedures defined in the relevant EU regulations. On the basis of the results obtained, it was noted that of the 12 vessels sampled, only 1 had a verified power greater than its registered power; this has already been regularised.
- Following submission to the European Commission of the national verification plan of engine power, as well as the result of the verification plan for engines among the trawl vessels of the NW Cantabrian Sea, the Commission completed its process of evaluation of the verification of engine power, with the resulting preparation of the 8091/2015/MARE PILOT PROJECT.
- The data repository project named 'DORI' is being completed thanks to the participation of all the parties involved in the national plan for productive diversification (PNDB), in order to comply with a cross-compliance precondition of the Spanish Operational Programme for the EMFF, which was also laid down in the Action Plan for Article 77 of the EMFF Regulation.
- The successful measures carried out by the Spanish Local Action Groups are resulting in an improvement in the productivity of the vessels, as can be gathered from the choice by the EU Institutions of Spanish projects to show other countries how to establish LAG projects in the fisheries sector for sustainable development. A clear example of this kind of project is the seaweed management project included in the cleaning measures by Galician shellfish production vessels, which have seen an improvement in productivity.
- Selectivity campaigns have been carried out on board commercial vessels so that the landing obligation policy can be implemented.
- In 2017, a new agreement was reached with Portugal, regulating the activity of the fleets of each country in the territorial waters of the other. Certain restrictions on landing and reciprocal compliance with closed seasons for

the trawler fleet in inland waters were agreed, and these have contributed to better management of the stocks.

Weaknesses:

- There is a need to improve information exchange with other bodies involved in marine fishing.
- Improvement to the systems established for monitoring the information sent by operators: we consider it necessary to establish more and better automatic filters, which would raise alerts on inconsistent information in good time and in an appropriate manner.

ii. Plan for improvements to the fleet management system

- Throughout 2017, a competitiveness strategy for the fisheries sector was developed, with measures incorporating financial instruments, structural support measures, marketing measures, specific management measures and social measures, in the context of renewal of the fishing fleet. The measures were based on evaluation of the situation of the fleet, using two main tools: the report on the balance between fishery capacity and fishing opportunities, and the scientific stock evaluation studies.
- We are continuing with the policy of **changing the management model for quotas**, towards individual or more disaggregated distribution (ports, provinces, etc.). Certain species and methods are managed overall for all the vessels using the method, distributed by calendar quarter. However, we are working to extend the model of distribution based on individual per vessel quotas. With this model, we have been able to improve the management of the fleets and contributed to ensuring the activity of the fishing fleet throughout the year.

  On the other hand, over and above the management of species subject to TACs and quotas, in 2017 we continued with management measures for the Iberian sardine. These measures are based on an exploitation rule that determines a catch limit for the Spanish and Portuguese fleets and has been developed jointly by both countries.

iii. Information on the general level of compliance with fleet policy instruments

The number of fleets to which the landing obligation rule applies has continued to expand. In order to ensure compliance, we have participated in several working groups together with the Commission, and conducted studies to understand the effects of species strangulation in depth, and evaluate possible measures that might avoid the cessation of activity for certain fleets. Furthermore, improvements have been made at national level with regard to the management of the fishing ground, with new quota allocations aimed at optimising and adapting fleet capacity in line with fishing opportunities.

Material and technical resources allocated to research and assessment regarding the state of fishery resources were optimised through a cooperation agreement between the General Secretariat for Fisheries and the Spanish Institute of Oceanography on the joint development of research programmes.

Electronic logbook: by the end of 2017, there were 1 851 national vessels registered in the electronic log application, with the Communications Centre receiving an average of 4 934 messages each day. Spain has continued its great effort to improve the electronic reporting systems (ERS), introducing automatic data exchange systems that include data on fishing activities, notifications, landings, sales notes and transport documents. The Communications Centre handled a total of 2 575 479 messages in 2017.

Fisheries inspection and monitoring by the General Secretariat for Fisheries

In order to perform the work of the Inspection Services during 2017, the human resources available were 101 fisheries inspectors. The air and marine resources available were 4 helicopters, temporarily granted to the *Guardia Civil*, 3 aeroplanes (2 operational), 3 ocean-going patrol boats operated by the Navy, 7 light vessels operated by the *Guardia Civil* and 2 assigned for use by the autonomous communities.

The following sea fishing inspection activities took place during 2017:

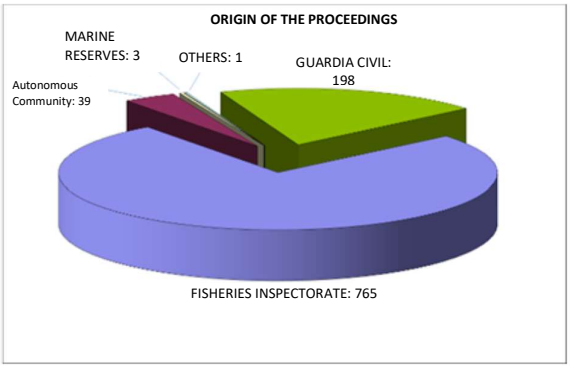
INSPECTIONS/INFRINGEMENTS 2017		
	INSPECTIONS	INFRINGEMENTS
PORT	5 423	644
SEA	1 394	237
AIR	2 884	44
Fisheries Monitoring Centre		52
TOTAL	**7 135**	**977**

Activities of the Fisheries Satellite Monitoring Centre

Throughout 2017, continuous monitoring was carried out on 2 039 Spanish vessels fishing in fishing grounds shared by the whole world. Similarly, the Fisheries Monitoring Centre (FMC) managed a total of 15 930 405 messages by satellite.

***Certification and verification of engine power. Regulation (EC) No 1224/2009*.** During 2017, the specific plan for verification of engine power for the trawlers of the North-West Cantabrian Sea was carried out, within the framework of the continuous plan on engine power developed by the Spanish administration. Physical verifications were carried out on 12 vessels. The power measurement results obtained showed that only one vessel had a verified power greater than its registered power. The Spanish administration has carried out the measures necessary to regularise the situation.

Infringements and penalties: In 2017, a total of 1 007 decisions on infringement proceedings in external water sea fisheries were issued, of which 578 imposed penalties. With regard to the origin of the proceedings handled, we can confirm that just as in 2016, the work of both the Fisheries Inspectorate and the *Guardia Civil* was again at the origin of more than 90 % of the proceedings for infringements committed. Note that the work of the Fisheries Inspectorate accounted for 75 % of the proceedings handled.



G. INFORMATION ON CHANGES TO ADMINISTRATIVE PROCEDURES IN RESPECT OF FLEET MANAGEMENT (Annex VI)

2017 was a year of intense regulatory activity, with the adoption of 46 State-level regulations on structural aid and fisheries management and 88 regulations in the autonomous communities. These are detailed in the Annex and reflect the adjustments made and scrutiny exercised by the administrations in order to achieve the objectives of the CFP.

H. ASSESSMENT AND DISCUSSION OF THE BALANCE OF INDICATORS (Annex VII) 2016 DATA

The 59 results are presented below for the 59 fleet segments (since they are very long, the methodology and its calculation and development over time are presented in the Annex), as well as an overall weighted figure. This year, the same stratification was used as in the previous year and the surface longline (PGO) was again analysed separately from hooks, because of the importance of this fleet to Spain.

The trend compared to previous years indicates that the segments of the Spanish fleet are tending towards improvement, since there are fewer segments with red indicators and more segments with yellow and green indicators.

	TOTALS				PERCENTAGES		
				TOTAL			
2014	22	15	23	60	36.67	25.00	38.33
2015	7	14	38	59	11.86	23.73	64.41
2016	3	14	42	59	5.08	23.73	71.19

NORTH ATLANTIC

	ACTIVE			INACTIVE		
SUPRAREGION CLUSTER DC	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
NORTH ATLANTIC	5 268	118 051.00	316 124.59	582	6 362.89	17 650.44

TRAWLERS: These comprised 264 vessels, with 19 inactive. The 140 vessels under 24 m fished in the Spanish fishing ground, mainly in the Gulf of Cadiz (IXa). The good economic situation that they presented in 2015 continued, with good short- and long-term profitability. The technical indicator showed a situation of balance and the composition of the catches did not allow the evaluation of the SHI indicator (stocks with studies were less than 40 %). Neither did they fish SAR species. The overall situation is in balance.
The 24-40 m segment (107 vessels) fished with trawls in CNW (28.VIIIc) as well as in Portuguese waters (IXa) and EU waters (ICES 27 VI, VII, VIIIabde). Both economically and technically they showed balance, but the SHI showed dependence on overexploited stocks of blue whiting, Atlantic mackerel and southern hake.

Those over 40 metres, 17 cod fishing vessels and the NAFO fleet, showed good profitability with a slight reduction in occupation of the fishing ground. They did not depend on overexploited stocks.

Therefore, in the *North Atlantic trawler fleet, there was just a slight biologically-caused imbalance in the 24-40 m length*; but given the variability of interconnected fisheries in this segment, it is not possible to know which of them to attribute the imbalance to. Thanks to the action plan carried out, in which the trawler fleet in the Spanish fishing ground (separating CNW and GC), the EU trawler fleet and the North Atlantic other waters fleet are evaluated separately, we see that the imbalance is due to trawling in the CNW.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
ADTS	3	2.81	165.50	0.88	<40 %	nil	3	66
	4	4.01	303.37	0.88	<40 %	nil	3	74
	5	3.42	72.24	0.82	1.35	nil	2	107
	6	3.56	625.05	0.71	0.81	nil	3	17

PURSE SEINE: 292 vessels were operating, exclusively in waters of the Spanish fishing ground (8c and 9a). Their profitability improved, with better occupation of the fishing ground among the higher lengths. They did not depend on SHI species, but the 10-12 m and 24-40 m length segments depended on horse mackerel, a species at high risk according to the latest available information. There were 8 inactive vessels in 2016.
The overall indicator is in balance.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
APS	2	5.08	129.58	0.78	<40 %	HOM 2	3	20
	3	7.23	132.38	0.72	<40 %	nil	3	116
	4	5.40	82.08	0.85	<40 %	nil	3	99
	5	9.75	146.08	0.84	<40 %	HOM 2	3	57

GILLNETS: Made up of 274 vessels and 4 inactive vessels, fishing mainly with small-scale gear in CNW (*Miño* gillnets, one-panel gillnets, trammel nets...), which improved their profitability in 2016; and large vessels with bottom-set gillnets (hake) and anglerfish gillnets (anglerfish), operating in VIIIc (CNW), in which the economic situation worsened in comparison with 2015, with economic indicators in imbalance and dependence on overexploited stocks, mainly southern hake, blue whiting and mackerel. The technical indicators showed slight overcapacity among the smaller lengths, with *the overall indicator showing clear imbalance in the 18-24 m segment.*

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
ADFN	2	16.01	169.75	0.72	<40 %	nil	3	106
	3	3.89	54.88	0.76	<40 %	nil	3	145
	4	0.79	-10.36	0.90	1.64	nil	1	23

HOOKS: 221 vessels fishing in waters of the Spanish fishing ground, in which all the strata showed good economic results both in the short and long term, including the 24-40 metre stratum (CNW seiners fishing for coastal albacore), thus breaking the trend of previous years to show good profitability.

With regard to the use of the fishing ground, only 4 vessels remained inactive. The 10-12 m segment worsened in respect of the previous year, with low use of the fishing ground, although biologically it did not depend on species with studies; the 24-40 metre segment maintained its low use of the fishing ground, fishing mainly in the season for coastal fishing for albacore (3 months). This marks a different use of the fishing ground from the other hook vessels. Both segments showed a balanced biological indicator (northern albacore and bluefin tuna are not overexploited).

Biologically, the 18-24 m segment worsened its situation with regard to dependence on overexploited stocks, mainly Atlantic mackerel and southern hake. This meant that its overall indicator stopped being in balance. The 12-18 m segment showed the same dependence, with an imbalanced biological indicator.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
AHOK	2	3.74	145.65	0.68	<40 %	nil	2	64
	3	4.12	41.19	0.70	1.36	nil	2	74
	4	1.71	15.31	0.77	1.11	nil	2	33
	5	13.14	253.80	0.69	0.63	nil	2	50

Thus the average overall indicator for purse seines is imbalanced in all its segments, although for the 24-40 m segment the reasons are only technical.

PASSIVE GEAR The ICES (27 VIIIabde) passive gear fleet, which showed very good profitability and did not depend on overexploited stocks since it fishes mainly for northern hake, improved its occupation of the fishing ground. This translated into a *balanced overall indicator.*

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
APGP	5	3.35	164.86	0.90	0.96	nil	3	56

MULTIPURPOSE, DREDGES AND POTS, 2 160 small vessels showed improvement in their economic indicators, although the technical indicator for multipurpose gear and dredges (Galician shellfish fishermen) was imbalanced. This corroborates the STECF reports which have been repeating since 2015 that low occupation of the fishing grounds (technical imbalance) by an artisanal fleet cannot be attributed to an imbalance between fishing capacity and opportunity, given their part-time occupation. Inactivity was high, at 547 vessels.
Biologically, the 12-18 m segment showed slight dependence on overexploited species (southern HKE). The overall indicator, in spite of showing slight imbalance for PMP and DRB in the 00-10 segment due entirely to the technical indicator, does not lead us to consider this fleet to be imbalanced: only the *12-18 m PMP segment shows a slight biological imbalance*.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
APMP	1	2.52	32.57	0.49	<40 %	nil	2	2 043
		1.97	18.56	0.64			2	
	2	6.44	51.37		<40 %	nil		70
	3			0.84	1.11	nil	2	47
AFPO	2	7.35	51.40	0.83	<40 %	nil	3	71
	3	5.43	26.14	0.88	<40 %	nil	3	56
ADRB	1	11.56	93.28	0.48	<40 %	nil	2	1 731
		14.45	89.83					
	2	4.12	42.87	0.85	<40 %	nil	3	14
	3			0.77	<40 %	nil	3	84

MEDITERRANEAN

	ACTIVE			INACTIVE		
SUPRAREGION CLUSTER DC	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
MEDITERRANEAN	2 237	53 551.04	208 832.64	358	2 116.11	13 981.21

The stocks situation in this fishing ground led to a joint action plan being launched for the Mediterranean. Generally, operability is low, mainly on account of the fact that much of the fleet operates on a part-time basis, thus lowering the technical indicator, which is not in balance virtually throughout the fleet.

TRAWLERS: 597 vessels remaining in the same situation as in 2015, with no segments in economic imbalance; however, the heavy dependence on overexploited stocks created an imbalance in this gear in vessels longer than 18 metres, mainly due to HKE GSA 06, NEP GSA 06, ARA GSA 06 and DPS GSA 06. The 24-40 m segment depended on species at high risk (HKE37). *Situation of imbalance for vessels over 18 metres.*
17 vessels using this method remained inactive.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
BDTS	2	9.14	62.63	0.82	<40 %	nil	3	19
	3	5.38	73.14	0.81	<40 %	nil	3	147
	4	3.75	47.81	0.77	3.96	nil	2	301
	5	3.19	45.30	0.83	4.12	HKE-3	2	130

PURSE SEINE: 5 consecutive years of good profitability for this fleet of 216 vessels. The 12-18 m and 18-24 m segments showed greater biological imbalance (compared with 2015), principally due to sardine, both in GSA 06 and GSA 01. This stock remains a SAR, and in this fleet made up more than 10 % of its catches.
The 24-40 m segment: including the 6 bluefin tuna seiners made the biological indicator green (BFT-37 is in a good situation), although since these tuna seiners fished for less than 10 days/year there was structural overcapacity; together with the dependence on a SAR, this accounts for the possible imbalance.
The 12-40 m segment is considered imbalanced.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
BPS	2	9.11	107.68	0.80	<40 %	nil	3	20
	3	3.65	70.70	0.83	1.74	PIL-GS	2	85
	4	4.02	49.02	0.89	1.67	PIL-GS	2	86
	5	2.56	100.25	0.48	0.96	PIL-GS	2	25

GILLNETS: Formed of 132 vessels, the segment up to 12 metres remained in a good economic situation, albeit with worse results compared with 2015; however, its technical indicator improved, becoming closer to balance. The 12-18 m length improved its economic indicators, and slightly improved the technical indicator. It did not depend on studied overexploited stocks. The improvement in the economic situation of the 12-18 m length, and the improvement in the technical indicator for the 6-12 m length meant that *both strata were in balance this year.* There were 10 inactive vessels in 2016.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
BDFN	2	3.54	64.24	0.71	<40 %	nil	3	84
	3	1.41	21.20	0.81	<40 %	nil	3	54

HOOKS: 73 vessels using bottom-set longline and small-scale gear, the profitability of which improved compared to the previous year, thus keeping its economic indicators in balance; technically it remained imbalanced, since it is an artisanal fleet with 24 vessels inactive. It did not show dependence on overexploited stocks subject to studies, since its hake catches reduced this year. In 2016, since its imbalance was due to the low occupation of the fishing ground by the artisanal fleet, we consider that its overall indicator was in balance.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
BHOK	2	13.17	221.16	0.62	<40 %	nil	2	52
	3	3.52	12.79	0.68	<40 %	nil	2	21

MULTIPURPOSE, DREDGES AND POTS: 1 092 artisanal vessels fished with multipurpose gear with good profitability and low use of the fishing ground for segments 1 and 2; results for the 12-18 m length worsened, due to dependence on overexploited stocks. It therefore presented biological indicators in imbalance, since this stratum increased its dependence on the at-risk stock PIL GSA06 for its revenues. The indicator for this *12-18 PMP stratum fell into imbalance.*

56 artisanal vessels make up dredges and pots. The smallest provide low occupation but good profitability and do not depend on SHI or SAR, so these *segments are in balance*.

301 of these small-scale gear vessels in the Mediterranean were inactive.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
BPMP	1	3.31	32.64	0.37	<40 %	nil	2	109
	2	8.69	126.67	0.53	<40 %	nil	2	951
	3	3.22	52.49	0.91	3.21	PIL-GSA6	2	32
BFPO	3	6.16	318.41	1.24	<40 %	nil	3	24
BDRB	2	1.11	3.19	0.65	<40 %	nil	2	18
	3	3.01	22.93	0.99	<40 %	nil	3	14

OTHER FISHING REGIONS

	ACTIVE			INACTIVE		
SUPRAREGION CLUSTER DC	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
RFOs	849	153 875.98	228 711.71	165	9 971.67	17 460.34

TRAWLERS: 70 trawlers were fishing in RFOs, with 12 having become inactive, probably as a result of a lack of agreements. The 24-40 m vessels were fishing mainly in FAO area 34 under an agreement with Morocco, Mauritania and Guinea Bissau, and remained in a good economic situation, following the trend observed in previous years, in spite of revenues having fallen. The lack of studies meant there was no biological indicator. Nevertheless, caution is advised with regard to this fleet, as it fluctuates on the basis of the agreements and private licences granted. The segment over 40 metres in length, which comprises large NAFO trawlers fishing in the South Atlantic and 11 large international trawlers in area 34, worsened its improved situation of the previous year.
The non-dependence on SAR or SHI and the good economic results qualify this fleet as in balance.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
CDTS	5	2.87	112.40	0.85	<40 %	nil	3	40
	6	1.89	160.97	0.84	<40 %	nil	3	30

PURSE SEINE: The 26 freezer tuna seiners that were fishing in 2016 improved their short- and long-term profitability. Their technical indicator improved, to arrive in balance; although it did not depend on overexploited stocks, we observed a certain dependence on some stocks which, on the basis of the latest information available, are becoming overexploited (AO-BET, IO-YFT). However, this dependence was lower in 2016 than in 2015. Overall, the fleet is in balance.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
CPS	3	19.14	625.42	0.91	<40 %	nil	3	14
	6	2.30	61.78	0.96	0.97	nil	3	26

HOOKS: 128 vessels with very good short- and long-term profitability, except for the 12-18 m length segment (a fishery made up of 49 small-scale gear vessels in the MED, the Gulf of Cadiz, and the Canary Islands, fishing for pomfret, hairtail and wenchman, according to agreements with Morocco), the short- and long-term economic results of which worsened considerably in comparison with the previous year, with economic indicators clearly imbalanced, although use of the fishing ground improved.
There was technical imbalance in the 10-12 m segment, normal among artisanal vessels, which did not explain the overall imbalance of this segment.
The 18-24 m segment was in balance, with good economic and technical profitability. The SHI was not assessable. The 24-40 m segment, made up of 25 vessels, showed good profitability in the short and long term, the technical indices were improved, and the segment did not depend on overexploited stocks as its main species was tuna, which are in healthy balance.
Imbalance was only present in the 18-24 m segment.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
CHOK	2	4.73	36.45	0.64	0.63	nil	2	49
	3	0.28	-7.61	0.71	0.63	nil	2	43
	4	3.89	376.89	0.89	<40 %	nil	3	11
	5	3.03	79.86	0.79	0.93	nil	3	25

MULTIPURPOSE AND POTS: 524 small-scale gear vessels in the Canary Islands; the 00-10 m segment was profitable, in spite of the fact that, as with all artisanal fleets, occupation of the fishing ground was low, with 139 vessels inactive. It was not possible to assess the SHI because of the lack of Canary Islands stock studies. The *10-12 m segment* showed economic and technical *imbalance* although it did not depend on overexploited species since it fishes for tuna; with pots the situation was similar, with marked economic imbalance and low profitability.

Stratum	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2016
CPMP	1	5.33	45.10	0.31	<40 %	nil	2	488
	2	0.45	-62.12	0.67	0.73	nil	1	20
CFPO	2	-2.27	-55.20	0.82	<40 %	nil	1	16

SURFACE LONGLINE

The standard surface longliner census was analysed on the basis of the fishery supraregions. In the North Atlantic (45 vessels) and in other regions (Central and South Atlantic, Pacific and Indian Oceans) (87 vessels, 11 inactive), the good profitability of previous years was maintained, and there was uniform, balanced technical capacity. The 24-40 m length segment stood out: although it did not depend on overexploited stocks in 2016, a degree of dependence on some overexploited stocks (AO-BET) was observed.
In the Mediterranean (65 vessels), the good profitability was maintained with a dependence on swordfish resulting in the longliners in these zones showing a slight imbalance between capacity and opportunity. It depended mainly on overexploited SWOs (although this dependence has sharply declined with increased catches of tuna, a very healthy species); it was engaged in a recovery plan, approved recently by ICCAT, so its overall indicator showed biological imbalance and heterogeneous occupation of the fishing ground, with 6 vessels inactive in 2016.

Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	INDICATOR OVERALL	No of vessels 2016
APGO	4	8.75	292.50	1.00	<40 %	nil	3	12
	5	3.95	60.58	0.97	<40 %	nil	3	33
BPGO	3	5.26	87.83	0.71	1.55	nil	2	44
	4	2.67	42.13	0.82	1.66	nil	2	21
CPGO	5	2.83	96.66	0.86	<40 %	nil	3	64
	6	1.88	90.02	0.95	<40 %	nil	3	23