GOBIERNO DE ESPAÑA | MINISTERIO DE AGRICULTURA Y PESCA, ALIMENTACIÓN Y MEDIO AMBIENTE

ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET

YEAR 2016

Article 13 of Commission Regulation (EU) No 1013/2010 laying down implementing rules on the Union Fleet Policy as defined in Regulation (EU) No 1380/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 11 December 2013


TABLE OF CONTENTS

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**.

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A. REPORT SUMMARY

In 2016, of the 9 459 vessels on the register, 8 354 (88 %) were active in fishing and the remaining 1 105 were inactive (12 %). It was mainly the small-scale fleet that was inactive, with 974 vessels from that fleet not performing any activity in 2016. On the other hand, considering the professional fishing activity, such as that carried out for more than 90 days a year, the Spanish fleet increases its proficiency year after year. In 2016, 67 % of the active population worked more than 90 days.
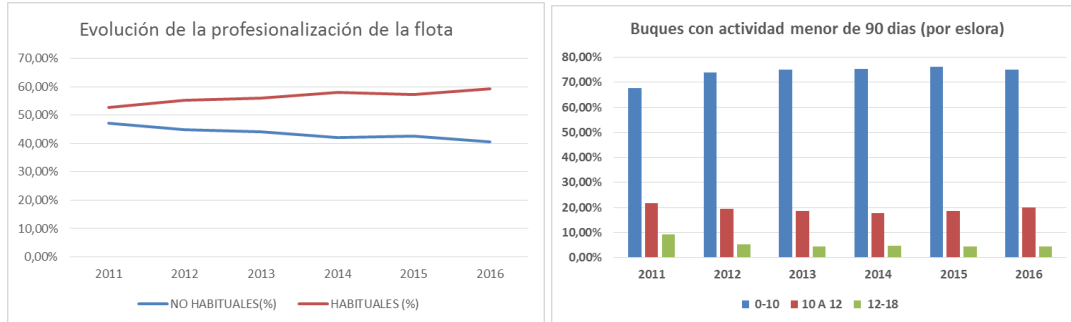
In 2016, 136 vessels were permanently removed from the register (100 % did not receive aid), most of which used the small-scale gear and bottom trawling methods, and there were 51 new registrations. All in all, this represents a reduction in capacity of 3 733.59 GT and 7 353.38 KW. We therefore believe 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 2016, the Spanish authorities continued the line of action concerning the structural adjustment of fishing capacity, applying management, competitiveness, incentive, control and surveillance measures. These efforts have been reflected in the closure of the Action Plan imposed in 2012 to address the deficiencies in the Spanish fisheries control system.

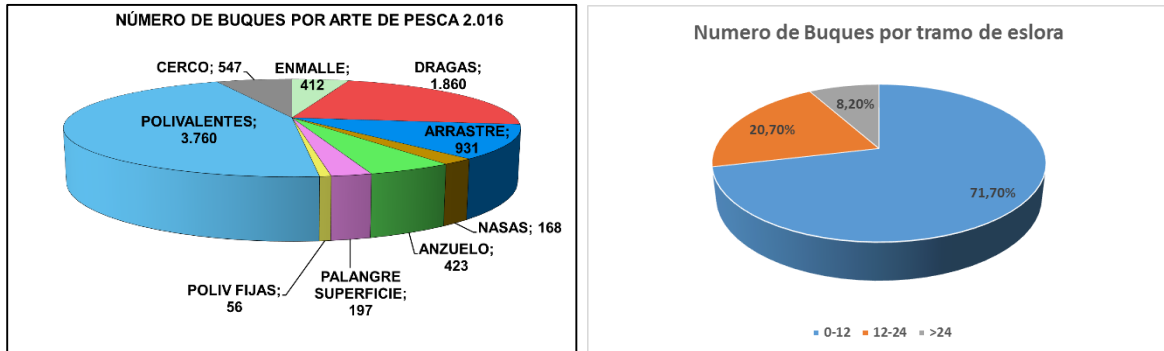## B. SPANISH OPINION ON THE BALANCE BETWEEN FLEET CAPACITY AND FISHING OPPORTUNITIES

The Spanish authorities, with a large number of vessels that fish in different fishing grounds and with very different levels of professionalisation, face enormous difficulties in the production of balance indicators, so we made 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; the fact that the sample taken is from less active vessels will affect the data when extrapolated to the entire segment, offering 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 (habitual)

2. The need for sufficient time for final figures on Stocks mortality rates and SAR (species-area relationship) (high variability has been found in different data sources). All Member States should use the same values to approve results.

3. Obtaining the indicators by supraregions and fishing gear does not bring any reality to the Spanish fleet, and could 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 equilibrium/disequilibrium situation, if this trawling fleet is divided into 4 fishing grounds where Spain fishes (Northwest Bay of Biscay, Gulf of Cadiz, Nafo and EU waters 27 VII, VIII abde). This is the segmentation provided by Spain in the Action Plan.

4. The possibility of joining the length sections 1 and 2 (0-12 metres), thus analysing the small-scale fleet jointly.

5. The need to include social indicators, mainly for the small-scale coastal fleet.

C. FLEET SITUATION
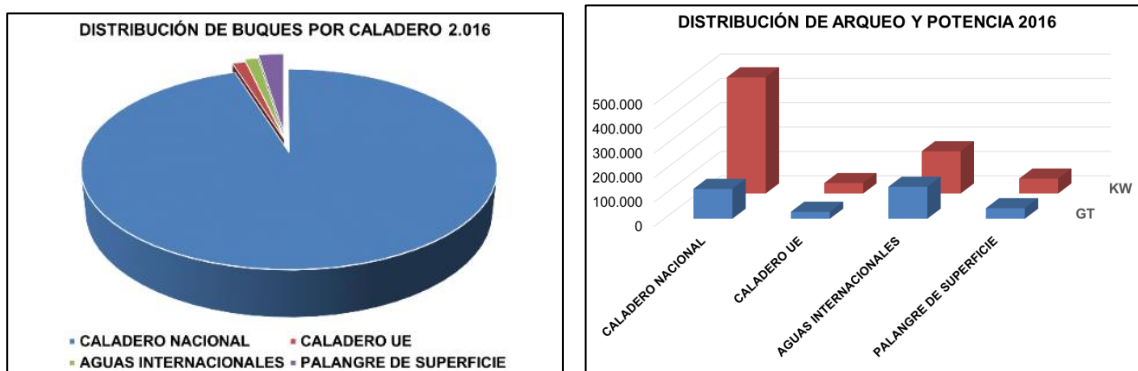
i. Description of the fleet (Annex I)

The Spanish fleet is characterised by a small-scale fleet, with 71.1 % of vessels less than 12 metres in length, 20.7 % with a length of 12-24 and only 8.2 % are more than 24 metres long. As for the age of the fleet, although the average age is about 30 years, the small-scale fleet is the oldest (35 years), where the vessels 12 to 24 metres long are about 20 years old, and those longer than 24 metres have an average age of 16 years.

NÚMERO DE BUQUES POR ARTE DE PESCA 2.016

CERCO; 547 · ENMALLE; 412 · DRAGAS; 1.860 · POLIVALENTES; 3.760 · ARRASTRE; 931 · NASAS; 168 · ANZUELO; 423 · PALANGRE SUPERFICIE; 197 · POLIV FIJAS; 56

Numero de Buques por tramo de eslora

8,20% · 20,70% · 71,70% · 0-12 · 12-24 · >24

As regards fishing techniques, out of the active population in 2016 (8 354 vessels), 45 % are multipurpose small-scale vessels. Then comes the fleet with dredges and manual dredges, which accounts for 22 %. These are followed by smaller fleets which fish with trawls (11 %), purse seines (6 %), hooks including surface longlines (7 %) and gillnets (5 %).
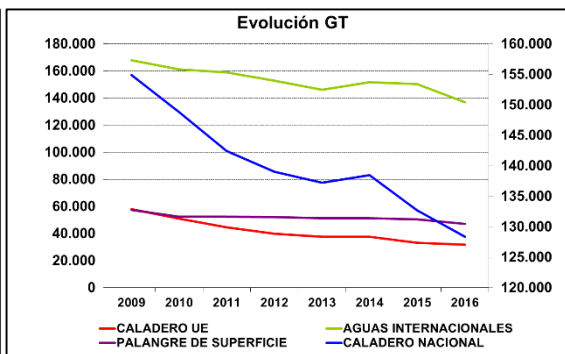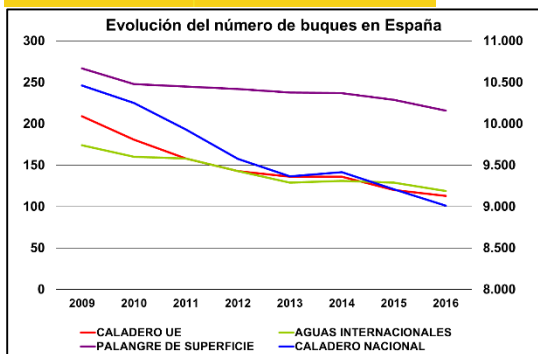
ii. Link with fisheries: management of fishing activity by the Spanish fleet (Annex II)

95.1 % of active vessels fished in national fishing ground waters, corresponding to 37.68 % of GT and 63.27 % of KW. The remainder of the fleet is made up of the fleet operating in EU waters (trawlers and static gear), which comprises some 104 vessels (1.2 % of the active fleet), the fleet operating in water, under bilateral agreements, RFOs or private licences (1.27 % of the active fleet), which mainly consists of bottom trawlers and freezer tuna seiners, and vessels on the Consolidated Register of Surface Longliners (2.38 % of the active fleet), which fish in the Atlantic, the Indian Ocean and the Pacific Ocean.
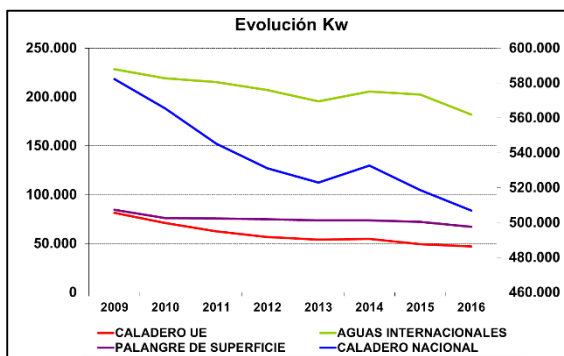

DISTRIBUCIÓN DE BUQUES POR CALADERO 2.016

CALADERO NACIONAL · CALADERO UE · AGUAS INTERNACIONALES · PALANGRE DE SUPERFICIE

DISTRIBUCIÓN DE ARQUEO Y POTENCIA 2016

CALADERO NACIONAL · CALADERO UE · AGUAS INTERNACIONALES · PALANGRE DE SUPERFICIE · KW · GT

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.
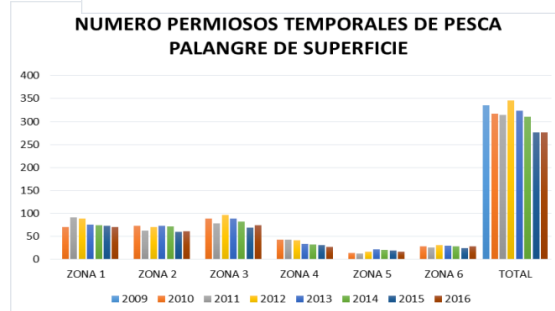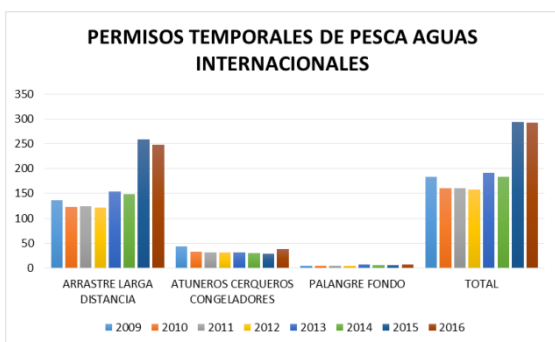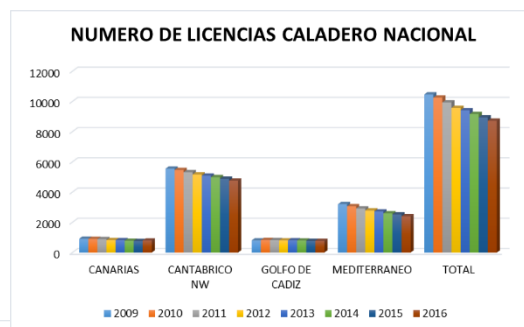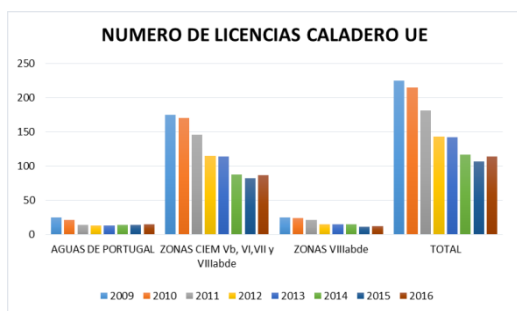
Evolución del número de buques en España

- CALADERO UE
- AGUAS INTERNACIONALES
- PALANGRE DE SUPERFICIE
- CALADERO NACIONAL

Evolución GT

- CALADERO UE
- AGUAS INTERNACIONALES
- PALANGRE DE SUPERFICIE
- CALADERO NACIONAL

Year	Tot. weight (KG)	Tot. value (€)
2011	860 990 562.50	1 804 640 292.10
2012	871 105 710.73	1 929 102 950.90
2013	898 160 977.20	1 986 382 464.58
2014	932 720 238.71	2 087 800 188.49
2015	922 233 290.39	1 861 134 149.67
2016	897 691 046.09	To be determined

Evolución Kw

- CALADERO UE
- AGUAS INTERNACIONALES
- PALANGRE DE SUPERFICIE
- CALADERO NACIONAL

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

Despite the decrease in fleet, total catches, both in weight and in value, have been increasing until 2014. There was a decrease in both values in 2015, a decline which continues in 2016.

Regarding the development of fisheries, measured by the number of major licences/authorisations/Temporary Fishing Permits, granted over the last few years, the evolution is shown in the graphs (some vessels may have 2 or more licenses over a year);

NUMERO DE LICENCIAS CALADERO UE

NUMERO DE LICENCIAS CALADERO NACIONAL

PERMISOS TEMPORALES DE PESCA AGUAS INTERNACIONALES

NUMERO PERMIOSOS TEMPORALES DE PESCA PALANGRE DE SUPERFICIE

D. FISHING EFFORT SCHEMES (Annex IV)

Fishing capacity and effort related to it are controlled in each fishery in accordance with its particular characteristics by implementing management or recovery plans and 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 2016, Temporary Halts have been made in accordance with the provisions of the EMFF Regulation, in particular the following temporary halts have been made.

TYPE OF TEMPORARY HALT	EMFF REGULATION (EU) No 508/2014
Palamos red shrimp management plan	Art.33.1.a)
Provisional closed season Ría de Arousa 2016	Art.33.1.a) REMFF.Art7 RCFP.
Mediterranean bottom trawling management plan	Art.33.1.c) REMFF
Mediterranean purse seine management plan	Art.33.1.c) REMFF

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

Throughout 2016, a total of 136 vessels have been withdrawn from the census of the operational fishing fleet, all of which do not receive public aid for permanent cessation. These withdrawals resulted in a decrease in the capacity of the Spanish fleet of 4 834.04 Gt, and a reduction of power of 10 590.11 Kw

On the other hand, during 2016, through the application of Regulation No 508/2014 on the European Maritime and Fisheries Fund, Article 33 resulted in a reduction of the accumulated effort in 2016 with a decrease in capacity of 220 871.89 GT and 1 027 868.67 KW

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

NATIONAL TOTAL (Including the Canary Islands)	GT	KW
FISHING CAPACITY LIMIT	423 550.00	964 826.00
FLEET CAPACITY ON 31/12/2016	337 806.01	789 644.45
Difference	85 743.99	175 181.55

ISLAS CANARIAS	CA1- ESLORA T < 12 m. Aguas de la UE		CA2- ESLORA T >= 12 m. Aguas de la UE		CA3- ESLORA T >= 12 m. Aguas Internacionales y terceros Países	
	GT	KW	GT	KW	GT	KW
LIMITE CAPACIDAD PESQUERA	2.617,00	20.863,00	3.059,00	10.364,00	28.823,00	45.593,00
CAPACIDAD FLOTA 31/12/2016	1.575,86	15.347,65	2.504,42	9.093,15	18.730,33	27.158,37
Diferencia	1.041,14	5.515,35	554,58	1.270,85	10.092,67	18.434,63

CANARY ISLANDS	CA1-OVERALL LENGTH <12 m. EU waters		CAZ-OVERALL LENGTH>= 12 m. EU waters		CA 3- OVERALL LENGTH >=12 m. International and third-country waters	
	CT	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 31/12/2016	1 041.14	5 515.35	554.58	1 270.85	10 092.67	18 434.63

Data: snapshot as at March 2017, updated with subsequent intermediate transfers.

F. FLEET MANAGEMENT SYSTEM

i. Summary of the strengths, successes and weaknesses of the fleet management system

Strengths and successes:

- Efficient management system: Coordinated databases which collect information on fleet characteristics, including licences, electronic logbook data, VMS data, penalties.
- During 2016, the implementation of the action plan to remedy the deficiencies in the Spanish fisheries control system was finalised. This was established by European Commission Decision of 30 July 2012, in such a way that the Spanish system for control of its fisheries has been validated, this being the first action plan with such characteristics that is successfully completed within the European Union.
- In March 2016, ISO 9001:2015 certification was obtained by the General Control and Inspection Subdirectorate, for all the activities carried out by the said General Subdirectorate. This accreditation ensures the continuity of a quality system and all its benefits, with the constant monitoring of established procedures and, if necessary, the establishment of corrective measures.
- A plan for the verification of engine power of trawlers operating in the waters of the Cantabrian and Northwest Sea has been defined throughout 2016 (a verification plan that is included in the National Plan for the Verification of the Engine Power of the Spanish Fishing Fleet.)
- In relation to the Canary Islands, during 2016 the census has been updated according to the classification of the fishing modalities determined by the new regulations developed for that purpose (Order AAA/2536/2015) reflecting the reality of the fishing grounds, thus allowing better management of their fisheries.
- Since we are aware of the importance of a correct data collection, during 2016 the SPAIN Work Plan for data collection in the fisheries and aquaculture sectors was developed for the years 2017-2019, which provides how data is to be collected under the new regulations.
- Selectivity campaigns have been developed on board commercial vessels for the implementation of the landing obligation policy.

Weaknesses:
- The need for improved exchange of information with other organisations involved in sea fishing
- An improvement of the systems established for the control of information sent by the operators; it is considered necessary to establish more and better automatic filters, which warn of inconsistent information in a timely manner and method.

ii.   Plan for improvements to the fleet management system

The development of a competition strategy for the fisheries sector has begun in 2016, with actions incorporating financing instruments, structural support measures, marketing measures, specific management measures and social measures in the field of renewal of the fishing fleet. The actions will be based on the evaluation of the situation of the fleet, using two main tools, the balance report between capacity and fishing possibilities, and scientific studies of stock assessment.

Restructuring measures for the imbalanced fleet include: Measures for the adjustment of fleet capacity, Measures for promoting fleet competitiveness, Measures for managing fishing activity, Marketing improvement measures, Measures for fishing control and effort of this fleet, Data collection measures.

The policy of **changing the quota management model** towards an individual or more disaggregated distribution (ports, provinces, etc.) is continued, allowing better control and management of the quotas allocated to Spain, as well as better planning of the business activity that will result in greater benefits for the sector.

On the other hand, over and above the management of species subject to TACs and quotas, in 2016 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

On 1 January 2016, the unloading obligation for fleets with fisheries targeting certain demersal species entered into force. In order to ensure compliance, Discard Guidelines have been established for each fishing ground. These detailed the scope, the species affected, the catch thresholds, the exceptions that exist, and a final section on frequently asked questions. These guidelines were provided to the sector, in order to facilitate the implementation of the new regulations.
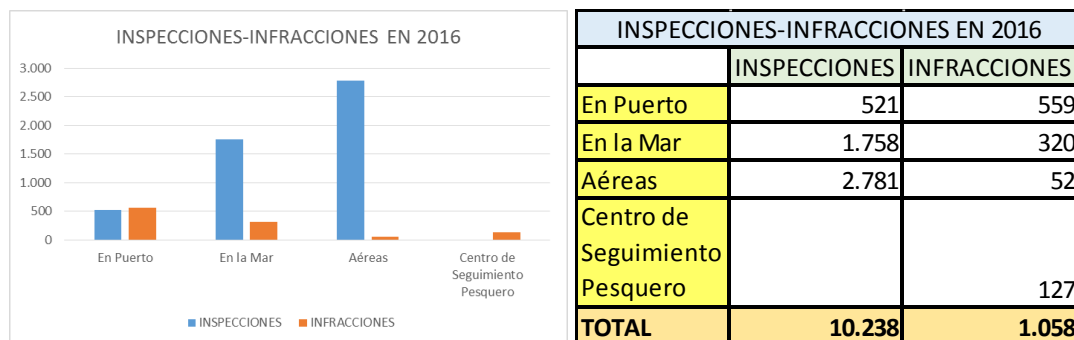
Furthermore, improvements have been made at national level with regard to the management of the fishing ground, with new quota allocations aimed at optimising and adapting fleet capacity in line with fishing opportunities.

In the field of research and assessment regarding the state of fishery resources, material and technical resources allocated to this end 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 fishing log: The installation of the electronic logbook data in the Spanish fleet is considered as complete. At the end of 2016 there are 1 879 national vessels that are registered and notifying in the implementation of the electronic logbook data, an average of 5 016 messages received daily in the Communications Centre. With the development of the electronic logbook data and the Communications Centre, Spain has continued its great effort to improve electronic reporting systems (ERS) by implementing automatic systems for the exchange of information between those Member States where Spanish vessels operate and/or unload, between those Member States which are the flag states of vessels operating in Spanish waters and/or unload in Spanish ports, and between certain third countries where the Spanish fleet operates under a European Union agreement (Norway, Mozambique, Seychelles, Sao Tome, Morocco and Senegal). This data includes the electronic exchange of data on fishing activities, notifications, landings, sales notes, and transport documents. The Communications Centre handled a total of 2 531 606 messages in 2016.

 Fisheries inspection and monitoring by the General Secretariat for Fisheries
The following resources were available to carry out Inspection Service work during 2016: human (97 inspectors), air (4 helicopters and 3 aeroplanes), sea (3 ocean-going patrol boats belonging to the Navy, 7 light patrol boats assigned for use by the Guardia Civil and 2 light vessels assigned for use by the Autonomous Communities) and land resources (25 vehicles for territorial areas). The following sea fishing inspection activities took place in 2014:

INSPECCIONES-INFRACCIONES EN 2016		
	INSPECCIONES	INFRACCIONES
En Puerto	521	559
En la Mar	1.758	320
Aéreas	2.781	52
Centro de Seguimiento Pesquero		127
TOTAL	10.238	1.058

Activities of the Fisheries Satellite Monitoring Centre

Throughout 2016, there has been a permanent satellite monitoring of 2 025 Spanish vessels that fish in fishing grounds around the world. Similarly, the Fisheries Monitoring Centre (FMC) has managed a total of 12 449 432 messages via satellite. In addition, thanks to the information obtained through the Satellite Vessel Location System, and following the appropriate investigations, 127 cases of infringement were detected by the FMC as a result of non-compliance with the fishing regulations.

Certification and verification of engine power. Regulation (EC) No 1224/2009. Throughout 2016 a specific plan has been developed for the verification of the power of the trawler engines of the Northwest Cantabrian Sea. This Plan is defined in the continuous plan of engine power developed by the Spanish authority.

Infringements and penalties: In 2016, a total of 1 019 decisions on infringement proceedings in external water sea fisheries were issued, of which 634 imposed penalties. In accordance with the origin of the files sent, we can state that, just as in 2015, these figures show that 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.
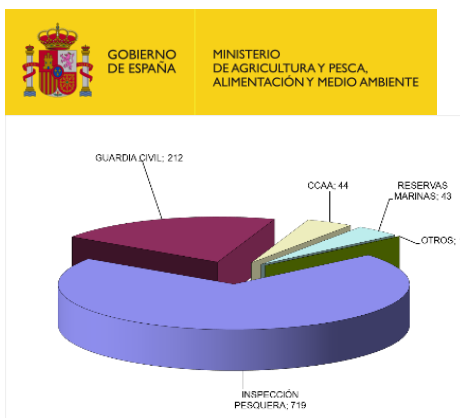
G. INFORMATION ON CHANGES TO ADMINISTRATIVE PROCEDURES RELEVANT TO FLEET MANAGEMENT (Annex VI)

In addition to the rules already in force, Law 33/2014 of 26 December 2014 has entered into force with a view to regulating and managing the fishing fleet and fisheries. This amends Law 3/2001 of 26 March 2001 on State sea fisheries and aims primarily to step up the deterrence and prevention of illegal, unregulated and unreported (IUU) fishing.

2016 was a year of intense regulatory activity, with the adoption of 40 State-level regulations on structural aid, fisheries management and 48 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) 2015 DATA

The 2015 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 we have analysed surface longlines (PGO) separately from hooks.
The trend compared to previous years indicates that the Spanish fleet is tending towards improving the results, since there are fewer segments with red indicators and more segments with yellow and green indicators.

		TOTALS			PERCENTAGES		
	RED	YELLOW	GREEN	TOTAL	RED	YELLOW	GREEN
2013	25	14	17	56	44.64	25	30.36
2014	22	20	18	60	36.67	33.33	30
2015	7	26	26	59	11.86	44.07	44.07
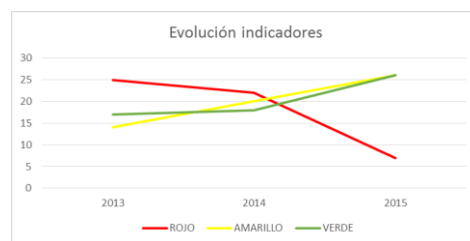
NORTH ATLANTIC

TRAWLERS: The fleet of up to 24 m long vessels operating in Spanish fishing grounds, mainly in the Gulf of Cadiz (IXa) and CNW (VIIIc), shows a clear improvement compared to 2014. Mainly due to the economic indicators, and despite the low occupancy of the fishing ground, this year shows a situation of balance; In the 24-40 segment fishing in FAO 27 VI, VII, VIII, the situation has worsened, mainly due to the increased dependence on over-exploited stocks WHB com, MAC nea and HKE south in VIIIc.
Those over 40 metres, large vessels fishing for cod and NAFO fleet show good returns, greater occupancy of the fishing ground and are not dependent on over-exploited stocks.

PURSE SEINERS: They operate exclusively in Spanish fishing grounds, improving their profitability. A low occupancy of the fishing ground is observed, mainly due to the biological halt for the recovery of the sardine stock, showing some imbalance in the small lengths of the Gulf of Cadiz, on which this fleet depends heavily.

GILLNETS: Composed of both small-scale vessels of the Spanish fishing grounds that operate with one-panel gillnets, trammels, etc. which have improved profitability in 2015 except for the gillnets of the Gulf of Cadiz, as

well as larger vessels, with bottom-set gillnets (hake) and fixed gillnets (anglerfish), which operate in the VIII where the economic situation has worsened slightly with respect to 2014, but show less dependence on over-exploited stocks, mainly southern hake, blue whiting and mackerel. The technical indicators show slight overcapacity in the smaller lengths, which is the segment of 12-18 where the overall indicator is more unbalanced.

HOOKS: Economically, it improves its profitability, except for the stratum of 24-40 metres (CNW purse seiners operating in the albacore fishing ground), which for the second year shows an imbalance, poor economic results, coupled with a technical overcapacity, although when fishing non-overexploited tunas show a biological indicator in balance

Economically and technically, they improve indicators for the rest of the strata and their biological indicators; the fleet of up to 18 metres of Spanish fishing ground, shows dependence on HKE south and MAC nea. The 18-24 fleet improves its situation of dependence on over-exploited stocks in relation to 2014, changing its overall indicator to balanced

PASSIVE MULTIPURPOSE (ICES fleet using passive gear, length between 24-40) show very good profitability, and no dependence on over-exploited stocks, when fishing mainly northern hake.

MULTIPURPOSE, DREDGES AND POTS, generally show an improvement in their indicators (with the exception of dredges of 10-12 m in length, smaller gear vessels of GC, which experience a decrease in their profitability both in the short and the long term, which causes a worsening in their overall indicator). These are difficult to interpret, given the importance of the sample taken in the activity carried out.

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2015
North Atlantic	ADTS	Bottom trawling	3	5.44	31.88	0.86			3	61
			4	1.42	16.52	0.86			3	81
			5	1.61	33.23	0.78	1.38		2	126
			6	3.48	456	0.76	0.82		3	18
	APS	Purse seine	2	4.59	41.85	0.62			2	23
			3	3.15	77.17	0.65			2	122
			4	1.53	38.77	0.8			3	93
			5	1.87	60.11	0.85			3	91
	ADFN	Gillnets	2	2.85	70.9	0.71			3	117
			3	0.37	-21.42	0.75			1	152
			4	1.02	0.81	0.88	1.16		2	36
	AHOK	Hooks	2	3.27	73.72	0.71	1.65		2	62
			3	2.63	41.64	0.73	1.32		2	75
			4	2.07	70.06	0.74	0.84		3	29
			5	0.86	-11.15	0.69	0.67		1	9
	APGO	Surface longliners	4	2.66	99.91	0.91	0.52	BSH-27	3 *	14
			5	2.39	33.24	1.04	0.34	BSH-27	3*	38
	APGP	Passive multipurpose	5	2.83	134.06	0.83	0.79		3	61
	APMP	Mobile and passive multipurpose gear	1	3.19	55.4	0.45			2	2016
			2	1.79	23.24	0.61			2	95
			3	1.56	10.46	0.77	0.96		3	68
	AFPO	Pots	2	2.16	28.41	0.76			3	56
			3	1.66	16.75	0.74			3	49
	ADRB	Dredges	1	9.25	143.24	0.44			2	1751
			2	0.2	-79.92	1.08			2	14

| | | | 3 | 1.93 | 22.92 | 1.09 | | | 3 | 81 |

MEDITERRANEAN

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: Improvement in 2015, with no economic segment in economic imbalance; despite the strong dependence on over-exploited stocks, this gear is unbalanced in those larger than 18 metres, mainly for DPS GSA 06, HKE GSA 06 and ARA GSA 01 and 06. The 24-40 segment depends on high-risk species (HKE GSA06). Unbalanced situation for those over 18 metres

PURSE SEINE: 4 consecutive years of good returns for this fleet, although in the segments of 12-24 the dependence on over-exploited stocks increased, since although an effort has been made with the reduction of the anchovy and sardine catches, the blue whiting and seabream increased; in addition, despite the decrease of the sardine in GSA 06, this year the SAR appears, since in this fleet it assumes more than 10 % of its catches, so it is necessary to continue with the measures for the recovery of this stock.
Segment 24-40, which includes the 6 bluefin tuna purse seiners, becomes a green biological indicator (good condition BFT-37), although fishing for these tuna seiners less than 10 days/year, SE shows a structural overcapacity.

GILLNET: the fleet of up to 12 metres improves its economic situation with respect to last year, but the low occupancy of the fishing ground provides that the overall indicator for this fleet is slightly imbalanced. The 12-18 length maintains its bad situation of 2014, with low profitability and overcapacity. It does not depend on the over-exploited stocks, but maintains its situation of imbalance, although with an improvement.

HOOKS: Bottom-set longline and small-scale gear fisheries for which profitability has improved significantly over the previous year by making their economic indicators balanced; technically they remain unbalanced and do not show dependence on over-exploited stocks under examination, having decreased their catches of hake this year. In 2015, in their overall indicator, the imbalance continues, although they improve their situation with respect to the previous year.

MULTIPURPOSE: in 2015 a deterioration in 0-6 length is observed with worse economic returns, and a worse technical indicator, which results in this segment increasing its imbalance with respect to the previous year. The lengths of 06-18 improve their economic returns, with the 12-18 length showing the greatest improvement, reflected even in its technical indicator, showing a reversed situation from last year.
DREDGES AND POTS: These show an economic and technical balance, unlike last year which indicates the variability dependent on the activity of the vessels that are sampled.

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	SAR	OVERALL INDICATOR	No of vessels 2015
Mediterranean	BDTS	Bottom trawling	2	3.13	91.46	0.87			3	21
			3	1.97	33.44	0.79			3	152
			4	1.37	16.34	0.78	4.28		2	307
			5	1.38	14.66	0.84	3.39	HKE-SA 6	2*	135
	BPS	Purse seine	2	6.28	74.28	0.92			3	20
			3	3.65	80.41	0.81	1.13	PIL-SA 6	2*	90
			4	2.68	29.31	0.86	1.2	PIL-SA 6	2*	89
			5	2.11	67.12	0.46	0.66	PIL-SA 6	2*	25
	BDFN	Gillnets	2	6.66	100.01	0.69			2	45
			3	-1.06	-95.26	0.78			1	40

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	OVERALL INDICATOR	No of vessels 2015
	BHOK	Hooks	2	1.06	6.92	0.67			2	42
			3	1.31	6.43	0.59			2	23
	BPGO	Surface longliners	3	-0.6	-30.56	0.75	2.79		1	45
			4	1.52	28.44	0.86	2.39		2	24
	BPMP	Mobile and passive multipurpose gear	1	0.91	-6.65	0.37			1	111
			2	5.61	152.16	0.56			2	1032
			3	3.98	162.07	0.76			3	52
	BFPO	Pots	3	2.37	27.75	1.28			3	20
	BDRB	Dredges	2	1.88	17.69	0.83			3	33

OTHER FISHING REGIONS

TRAWLER: The trawler of 24-40 (mainly fishes in FAO area 34) maintains its good economic situation following the trend observed last year (although its income has dropped considerably), probably due to the opening of agreements with neighbouring countries from Africa, fishing for species of high economic value. It lacks a biological indicator due to the lack of studies. Nevertheless, caution is advised with regard to this fleet, as it fluctuates on the basis of the agreements and private licences granted. The segment of more than 40 m, large trawlers of NAFO and vessels fishing for cod, maintains the situation of improvement with respect to years prior to 2014.

PURSE SEINERS: The 26 freezer tuna seiners that have fished in 2015 experience a decline in their short-term and long-term profitability (a more intense decline), mainly due to an increase in variable costs. The technical indicator improves within the balance; although they do not depend on over-exploited stock, it is observed that the dependence increases in relation to 2014 considering the stocks (based on the latest available scientific information) AO-BET, IO-YFT to be over-exploited.

HOOKS: The 10-18 metre fleet comprises 73 small-scale gear vessels in the Mediterranean and the Gulf of Cádiz, which fish in their fishing ground and in international waters and according to EU agreements. The profitability improves with respect to the previous year. Given the strong technical imbalance of these fleets, their overall indicators show a slight imbalance.
The 24-40 segment, made up of 21 vessels (mainly small-scale gear of the Canary Islands and the CNW purse seine) shows an improvement compared to 2014, with good returns in the medium and long term. The technical indices improve and are not dependent on over-exploited stocks, its main species being tuna.

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR	SHI	OVERALL INDICATOR	No of vessels 2015
Other regions	CDTS	Bottom trawling	5	2.71	193.2	0.84		3	39
			6	2.15	242.72	0.87		3	33
	CPS	Purse seine	3	1.47	14.59	0.8		3	18
			6	0.99	-0.63	0.87	0.99	2	30
	CHOK	Hooks	2	2.34	23.68	0.62	0.61	2	42
			3	2.28	39.96	0.67	0.83	2	31
			5	1.26	19.64	0.78	0.97	3	21
	CPGO	Surface longliners	5	3.54	142.74	0.89		3	62
			6	1.95	86.07	0.92		3	23
	CPMP	Mobile and passive multipurpose gear	1	2.62	42.39	0.3		2	492
			2	-0.87	-118.5	0.57		1	19
			3	-0.04	-749.73	0.8	0.78	2	17
			5	0.72	-19.13	1	0.89	2	14

		3	-17.94	-93.67	0.83		1	16
CFPO	Pots							

SURFACE LONGLINE

The North Atlantic longliners (52 vessels) and other regions (85 vessels) show an improvement in profitability, and a balanced technical capacity, although for the first year in the North Atlantic, since BSH-27 is considered as SAR, they show a strong dependence on this species.

In the Mediterranean, the length of 12-18 (45 vessels) significantly worsens short and long-term profitability, increasing dependence on SWOs while those of 18-40 (24 vessels) maintain their good returns with a higher dependency on SWO, so longliners in these areas show an imbalance between capacity and opportunity.

OUTERMOST REGIONS: CANARY ISLANDS

In the waters of the Canary Islands, 629 vessels fish, and only 223 of which have a proven activity of 90 days or more/year, which shows high inactivity. Direct sales from the fishermen to the final consumer has always had a solid basis in many zones of small-scale fishing in the Archipelago.

By analysing typical Canarian vessels separately from other fishing regions, a clear imbalance is noted in multipurpose vessels, particularly small vessels, with a sharp increase in non-variable costs and a decline in revenues and structural overcapacity resulting in a technical indicator of the lowest of the usual fleet, although there is no dependence on over-exploited species. The 24-40 segment, with low returns, shows less overcapacity. The bad economic situation and the low occupancy of the fishing grounds require an action plan.

The biological indicator of the fleet of hooks, which begins to show dependence on bigeye tuna deserves a special mention.

Stratum	Length	CR/BER					ROFTA(%)				
		2012	2013	2014	2015	2012-2015	2012	2013	2014	2015	2012-2015
PS	00-18			1.64	1.57	1.59			40.51	19.73	26.65
HOK	18-24			1.18	1.14	1.15			7.73	9.20	8.71
PMP	00-18	0.54	1.20	1.37	0.10	0.62	-138.58	9.48	14.11	-266.57	-146.38
	24-40	0.41	0.49	0.17	0.72	0.52	-106.48	-60.33	-50.47	-19.13	-38.31
		TECHNICAL MAX=AVERAGE 10 MAX					SHI				
PS	00-18			0.96	0.90	0.92					
HOK	18-24			1.00	0.98	0.99				1.03	1.03
PMP	00-18	0.64	0.77	0.59	0.59	0.62					
	24-40	0.86	0.88	1.01	0.97	0.96	0.89	0.88	0.86	0.89	0.88
		OVERALL INDICATOR									
PS	00-18			3	3	3					
HOK	18-24			3	3	3					
PMP	00-18	1	3	2	1	1					
	24-40	2	2	2	2	2					