

**2019 ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET
(2018 DATA)**

**Article 22 of Regulation (EU) 1380/2013 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of
11 December 2013**

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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 all the data and necessary documents are available for consultation, **an annex containing additional documents is included.**

ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET

A. REPORT SUMMARY

In 2018, of the 9,207 vessels on the register, 8,050 (87.5%) were active in fishing and the remaining 1,157 were inactive (12.5%). It was mainly the artisanal fleet that was inactive, with 1,002 vessels from that fleet not performing any activity in 2018.

In the course of 2018, a total of 235 vessels were permanently removed from the register (24% did not receive aid), most of which fished with small-scale gear and purse seines, and there were 58 new registrations. All in all, this represents a reduction in capacity of 3,352 GT and 12,283 kW. We therefore believe that the restructuring of the fleet is advancing in a satisfactory manner, helping to establish a fleet segmentation that is more closely aligned with fishing opportunities.

In 2018, the Spanish government maintained its approach to structural adjustment of the country's fishing capacity through actions in the areas of management, competitiveness, diversification, monitoring and surveillance. In 2018, certification of the quality management system as per ISO 9001:2015 was maintained.

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

The Spanish government — with 8,050 active vessels operating in various fishing grounds, using different gears and with very different degrees of professionalisation — faces enormous difficulties in devising indicators that define which strata of the fleet are in balance/imbalance; therefore, we make the following proposals to improve the findings of the report submitted under Regulation (EU) No 1380/2013:

1. Importance of the vessel sample taken for the AER. In Spain, activity by vessels within the same segment varies widely, with some vessels operating for 6 days and others for 210; the fact that the (Eurostat) sample could include vessels that are largely inactive would impact on the data for the entire segment and lower the returns (and vice versa in the case of very active ships). Therefore, we propose using a sample design in which the **main variable** within each segment consists of the vessels' **activity level**. For that reason, Spain carried out the **action plan** using targeted sampling for vessels operating **more than 90 days per year** (full-time vessels).
2. Need for sufficient time to gather **scientific data** on stock mortality to calculate the SHI and SAR biological indicators (high variabilities have been found in different data sources). All Member States should use the **same values** to compare results.
3. Creation of indicators by highly aggregated supra-regions and fishing gear. This does not provide a realistic view of the Spanish fleet, and the same could occur with other Member States; for example, for Spain, assessing bottom trawlers (24-40 m) fishing in the North Atlantic as a single group (as defined in the annual report) produces a result quite different from the actual fleet balance/imbalance data when that trawler fleet is segmented among

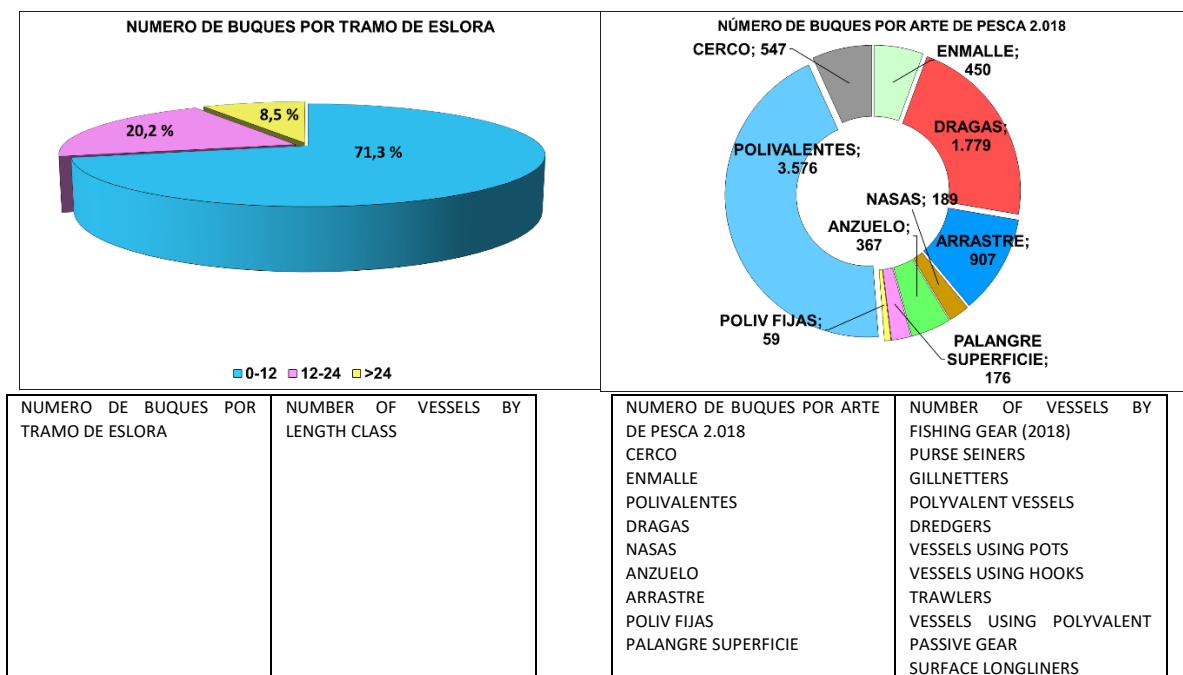
the four North Atlantic fishing grounds in which the Spanish fleet operates (Cantabria and the North-West, the Gulf of Cádiz, NAFO waters and EU-27 waters VII, VIII ABDE). This segmentation among the four fishing grounds is applied by Spain in the **action plan**. Moreover, and due to their considerable significance in Spain, indicators for surface longliners (PGO) are studied separately.

4. Possibility of combining length classes 1 and 2 (00-12 metres), thus analysing the artisanal fleet as a single group.
5. Modification of the indicator guidelines, as proposed by the STECF, and the need for the results of social indicators, principally for the artisanal coastal fleet.

C. STRUCTURE OF THE FLEET

i. Description of the fleet (Annex I) active in 2018

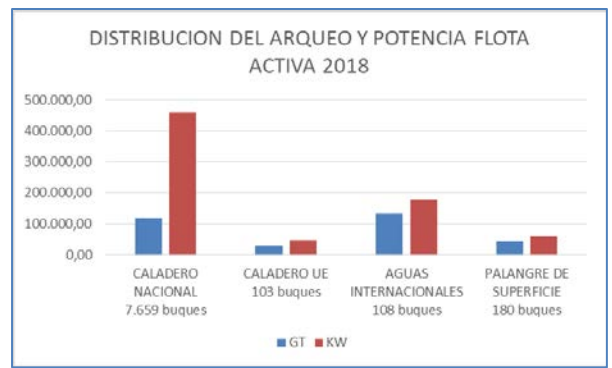
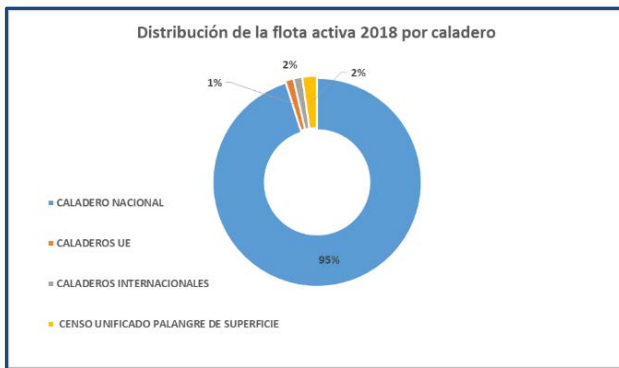
The Spanish fleet is largely artisanal, with 71.3% of vessels under 12 metres in length, 20.2% measuring 12-24 metres and only 8.5% over 24 metres. In 2018, the average age of the active Spanish fleet was 31 years. The artisanal fleet is the oldest (35 years), while the fleet of vessels measuring 12-24 metres is approximately 21 years old. Vessels measuring over 24 metres in length have an average age of approximately 18 years.



As regards fishing techniques, artisanal vessels using polyvalent gear account for 45% of the total. These are followed by vessels using manual trawl nets and dredges — accounting for 22% due to the high number of shellfish harvesters — trawl nets (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)

In total, 95.2% of vessels fished in national fishing ground waters, corresponding to 36.68% of GT and 61.98% of kW. The remainder of the fleet is made up of the fleet operating in EU waters (trawlers, bottom-set longliners and vessels using passive gear), comprising 103 vessels (1.3% of the active fleet), and the fleet operating in waters under bilateral arrangements, RFOs or private licences (1.3% of the active fleet), consisting mainly of bottom trawlers and freezer tuna seiners and accounting for 50% of the active fleet's tonnage and 30% of its power. The Consolidated Register of Surface Longliners — which fish in the Atlantic, Indian and Pacific Oceans — comprises 2.2% of the active fleet.

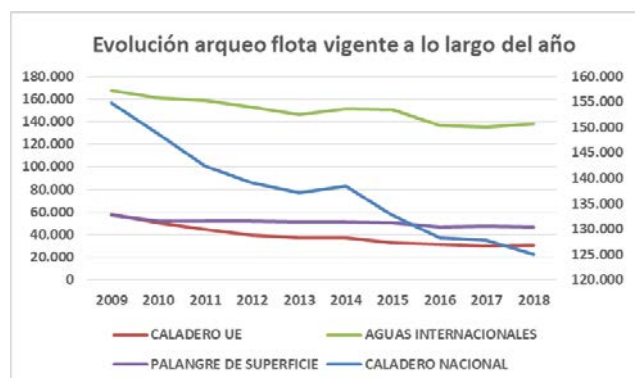
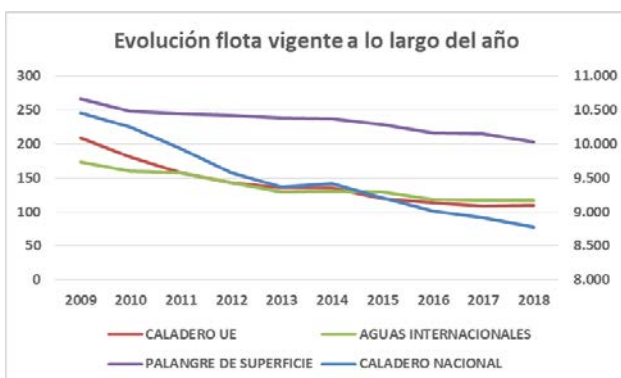


Distribución de la flota activa 2018 por caladero	Breakdown of active fleet, by fishing ground (2018)
CALADERO NACIONAL	NATIONAL FISHING GROUND
CALADEROS UE	EU FISHING GROUNDS
CALADEROS INTERNACIONALES	INTERNATIONAL FISHING GROUNDS
CENSO UNIFICADO PALANGRE SUPERFICIE	CONSOLIDATED REGISTER OF SURFACE LONGLINERS

DISTRIBUCION DEL ARQUEO Y POTENCIA FLOTA ACTIVA 2018	BREAKDOWN OF ACTIVE FLEET TONNAGE AND POWER (2018)
CALADERO NACIONAL 7.659 buques	NATIONAL FISHING GROUND (7,659 vessels)
CALADERO UE 103 buques	EU FISHING GROUNDS (103 vessels)
AGUAS INTERNACIONALES 108 buques	INTERNATIONAL WATERS (108 vessels)
PALANGRE DE SUPERFICIE 180 buques	SURFACE LONGLINERS (180 vessels)

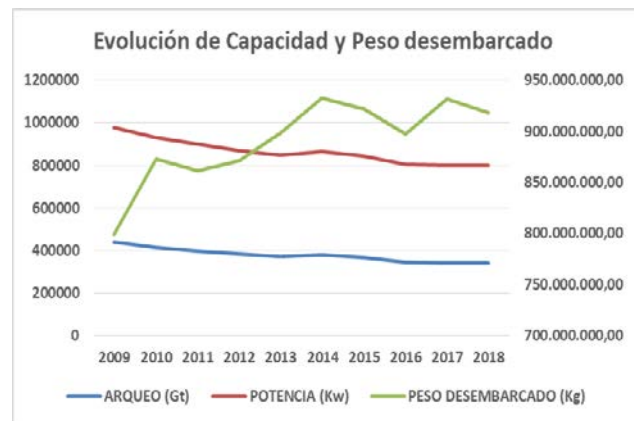
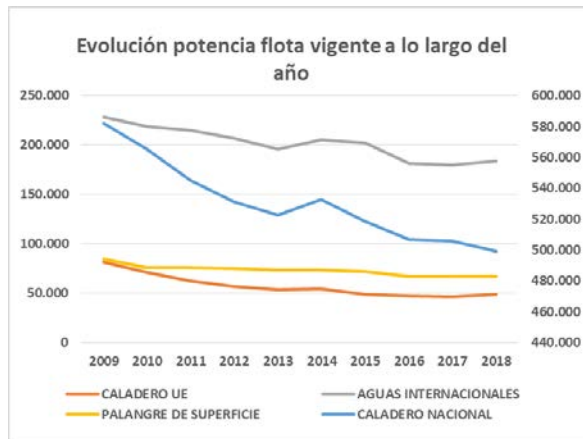
iii. Trend in fleet and fishing activity (Annex III)

The trend in 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 flota vigente a lo largo del año	Trend in registered fleet
CALADERO UE	EU FISHING GROUNDS
PALANGRE DE SUPERFICIE	SURFACE LONGLINERS
AGUAS INTERNACIONALES	INTERNATIONAL WATERS
CALADERO NACIONAL	NATIONAL FISHING GROUND

Evolución arqueo flota vigente a lo largo del año	Trend in registered fleet tonnage
CALADERO UE	EU FISHING GROUNDS
PALANGRE DE SUPERFICIE	SURFACE LONGLINERS
AGUAS INTERNACIONALES	INTERNATIONAL WATERS
CALADERO NACIONAL	NATIONAL FISHING GROUND



Evolución potencia flota vigente a lo largo del año	Trend in registered fleet power
CALADERO UE	EU FISHING GROUNDS
PALANGRE DE SUPERFICIE	SURFACE LONGLINERS
AGUAS INTERNACIONALES	INTERNATIONAL WATERS
CALADERO NACIONAL	NATIONAL FISHING GROUND

Evolución de Capacidad y Peso desembarcado	Trend in capacity and landed weight
ARQUEO (Gt)	TONNAGE (GT)
POTENCIA (Kw)	POWER (KW)
PESO DESEMBARCADO (Kg)	LANDED WEIGHT (KG)

(In the first three graphs, the scale on the right-hand vertical axis exclusively refers to national fishing ground data. In the last graph, the right-hand vertical axis refers to weight landed by the Spanish fleet).

Analysis of the trend in the Spanish fleet over the past nine years shows that although the number of vessels and, therefore, their tonnage and power decrease year after year, the catch volume landed by the Spanish fleet increases over the same period. This indicates that, on the one hand, the least efficient fleet members tend to withdraw from fishing and that, on the other hand, due to reasons of power (restriction on kW) and tonnage (restriction on GT), the fishing effort control measure does not result in a decrease in catches; therefore, it is necessary to use different effort control means, such as TACs and quotas, limitation of working days and temporary fishery closures, *inter alia*.

D. FISHING EFFORT SCHEMES (Annex IV)

Fishing capacity and effort are regulated in each fishery according to its particular characteristics. This is achieved through management or recovery plans, controls on fishing methods, maximum authorised periods of activity, closure periods and other technical requirements or restrictions placed on vessels (power, length, tonnage). Specific registers listing vessels authorised to fish have been established and TACs and quota regulations are enforced.

i. List of fishing effort schemes

Throughout 2018, temporary stoppages were implemented in accordance with the provisions of the European Maritime and Fisheries Fund (EMFF) Regulation; specifically, the temporary stoppages listed below were carried out.

TYPE OF TEMPORARY STOPPAGE
Biological recovery of the artisanal fleet listed in the register of vessels using small-scale gear in the Cantabria and NW zone
Temporary closures for the bottom-trawling fleet in the Autonomous Community of Catalonia
Temporary closures for the bottom-trawling fleet in the Autonomous Community of Valencia
Temporary closures for the bottom-trawling fleet in the Autonomous Community of Murcia
Aid due to the temporary cessation of fishing activity owing to the non-renewal of the protocol to the Fisheries Agreement between the EU and Guinea
Aid due to the temporary cessation of fishing activity owing to the non-renewal of the protocol to the Fisheries Agreement between the EU and Morocco (2018)
Management plan for fishing using mechanised dredges or trawl nets on the Mediterranean coast of Andalusia
Management plan for surface longliners operating in the Mediterranean
Temporary closures for the purse seiner fleet in the Autonomous Community of Catalonia
Temporary closures for the purse seiner fleet in the Autonomous Community of Valencia
Temporary closures for bottom trawlers in the Balearic Islands
Management plan for vessels listed in the registers for the national fishing ground in the Gulf of Cádiz
Temporary cessation of fishing activity of the fleet with its home port in the Autonomous Community of the Basque Country affected by the biological recovery period applicable to the artisanal fleet listed in the register of vessels using small-scale gear in the Cantabria and NW zone.

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

Over 2018, a total of 235 vessels were withdrawn from the active fishing fleet register (with 61 vessels subject to aid due to permanent cessation); these withdrawals led to a decline of 3,351.77 GT in the Spanish fleet's capacity and a reduction in power of 12,283.28 kW.

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

NATIONAL TOTAL (including the Canary Islands)	GT	KW
	FISHING CAPACITY LIMIT	423,550.00
FLEET CAPACITY AS AT 31/12/18	331,457.57	777,953.72
Difference	92,092.43	186,872.28

CANARY ISLANDS	EU waters		[Length < 12] m. EU waters		[Length > 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 AS AT 01/12/18	1,555.09	15,037.51	2,461.01	7,648.29	18,108.64	27,854.68
Difference	1,061.91	5,825.49	597.99	2,715.71	10,714.36	17,738.32

Data: December 2018

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 containing information on fleet characteristics, including licences, electronic logbook data, VMS data, penalties, etc.
- In 2018, certification of the quality management system as per ISO 9001:2015 was maintained, strengthened by the experience gained since its implementation in 2016.
- In 2018, the new system for transmitting data from the general fishing fleet register to the Commission was launched; any changes made to information about Spanish fishing vessels are communicated daily via the FLUX Transportation Layer.
- As a result of the participation of all parties involved in the *Programa Nacional de Datos Básicos* (PNDB [national basic data programme]), the DORI data repository project is being finalised to comply with an *ex ante* conditionality of the Spanish operational programme for the EMFF, which was also laid down in the action plan under Article 77 of the EMFF.
- The successful actions carried out by Spanish fisheries local action groups (FLAGs) are improving vessel productivity, as reflected in European institutions' decision to use Spanish projects to show other countries how to implement FLAG projects to achieve sustainable development. A clear example of this is the project for the management of seaweed collected in clean-up efforts by Galician shellfishing vessels, whose productivity has improved as a result of these types of projects.

- Selectivity campaigns were carried out on board commercial vessels to enforce the landing obligation policy.
- In 2018, Spain's agreement with Portugal regulating the activity of the fleets of both countries in each other's territorial waters was renewed; the countries agreed upon certain landing limits and reciprocal enforcement of closure periods for the trawler fleets operating in inland waters, contributing towards improved stock management.
- The new systems for communicating with other bodies involved in sea fisheries were deployed in 2018, enabling direct and immediate connection with the competent authority responsible for clearing, registering and flagging vessels and establishing and implementing technical, structural and equipment inspections and checks of vessels.

Weaknesses:

- **Commission Implementing Regulation (EU) No 404/2011** of 8 April 2011 laying down the measures for certification of propulsion engine power, physical verification of the engine power of fishing vessels, and sampling plans. Every year, difficulties are identified in carrying out the physical verification of engine power, due to, *inter alia*, its high cost. However, bearing in mind that engine power is directly linked to the safety of workers at sea, it is necessary to seek alternative mechanisms for monitoring fishing effort in the interest of improving the working conditions of seafarers.

ii. Plan for improvements to the fleet management system

- A competitiveness strategy for the fishing sector continued to be implemented throughout 2018, with actions incorporating funding instruments and actions in the areas of structural support, marketing, specific management and social support. Within the scope of fishing fleet renewal, the actions shall be based on assessment of the fleet structure, using two main tools: the report on the balance between fishing capacity and available fishing opportunities and scientific stock assessment surveys.
- Following the submission of the multi-annual plan for managing demersal resources in the Mediterranean, specific actions are being drawn up for adapting the comprehensive Mediterranean management plan to the situation of the stocks in the fishing ground.
- We are continuing with our policy of **changing the quota management model**, moving towards individual or more itemised distribution (ports, provinces, etc.); certain species and methods are managed jointly for all vessels using that method, with quotas allocated per calendar quarter. However, we are working to expand the allocation model based on individual quotas per vessel. This model has led to the improvement of fleet management, helping to ensure the activity of the fishing fleet throughout the year. On the other hand, and outside the management of species subject to TACs and quotas, in 2018, actions to manage Iberian sardine stocks continued to be carried out. These actions are based on an exploitation rule that sets a catch ceiling for fleets from Spain and Portugal and that was developed jointly by both countries.

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

The landing obligation has continued to extend the number of fleets to which this rule is applied. To ensure compliance with this obligation, contributions to the wording of the joint recommendations have been made, and studies have been carried out to gain in-depth

knowledge of the 'choke species' effect and assess possible actions to prevent the cessation of certain fleets' activity due to the lack of quotas, to fulfil the obligation to land all species that fall under the discard obligation.

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: By the end of 2018, there were 1,783 national vessels registered and reporting information in the electronic log application, with the Communications Centre receiving an average of 4,587 messages each day. Spain has continued to devote a great deal of effort to improving the electronic reporting systems (ERS), implementing systems of automatic information exchange between Member States in which Spanish vessels operate and/or unload, between Member States under whose flag vessels that operate in Spanish waters and/or unload in Spanish ports are registered, and between certain third countries in which the Spanish fleet operates under an agreement with the European Union (Norway, Mozambique, Seychelles, São Tomé and Príncipe, Morocco, Senegal, Cape Verde and Côte d'Ivoire). These data include the electronic exchange of information on fishing activity, notifications, landings, sales notes and transport documents. The Communications Centre handled a total of 2,307,929 messages in 2018.

Fisheries inspection and monitoring by the General Secretariat for Fisheries

The following resources were available to carry out Inspection Service work during 2018: human (114 fishing inspectors), air (4 helicopters and 3 aeroplanes), sea (3 ocean-going patrol boats operated by the Navy, 7 light patrol boats operated by the Guardia Civil and 2 patrol boats assigned for use by regional governments), and land (25 vehicles for supplementary services).

During 2018, a total of 9,376 sea fishing inspections took place: 5,788 in port, 1,338 at sea, and 1,963 by air.

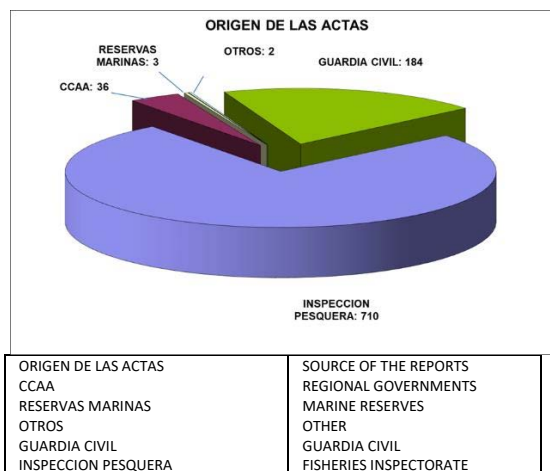
These inspections detected a total of 942 infringements, of which 706 were detected on land, 209 at sea, 27 by air and 132 via the Satellite Monitoring Centre and electronic logs.

Fisheries Satellite Monitoring Centre

Throughout 2018, continuous satellite monitoring was carried out on 1,982 Spanish vessels operating in fishing grounds around the world. Likewise, the fisheries monitoring centre (FMC) handled a total of 14,100,000 messages via satellite. Thanks to the information obtained via the

Satellite Vessel Location System, and following the relevant investigations, the FMC issued 28 monitoring reports as a result of non-compliance with fishing regulations.

Infringements and penalties: In 2018, a total of 935 decisions on infringement proceedings in external water sea fisheries were issued, of which 533 imposed penalties. Just as in 2015, these figures show that the Fisheries Inspectorate and the Guardia Civil issued over 90% of the infringement reports.



G. INFORMATION ON CHANGES TO ADMINISTRATIVE PROCEDURES RELEVANT TO FLEET MANAGEMENT (Annex VI)

2018 was a year of intense regulatory activity, with the adoption of 79 State-level regulations on structural aid and fishery management. 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 INDICATOR BALANCE (Annex VII) — 2017 DATA

The indications provided by Eurostat establish that, to prepare the economic survey sample, tonnage should be the main variable (as the survey in question is economic in nature and tonnage is, therefore, the variable that best meets this criterion). This requirement considerably conditions the sample chosen from each stratum in such a way that strata of smaller vessels (those using small-scale gear) are under-represented in the overall sample, while larger vessels are surveyed practically in their entirety.

We consider that vessel activity should be included (as a secondary variable) to prevent low-activity vessels from being selected for the sample and their economic performance from being applied disproportionately across a highly populated stratum.

Thus, to ensure that the indicators obtained are consistent with the activity of the fleet segments analysed, the action plan has been drawn up exclusively for vessels that fish for more than 90 days and that are, therefore, dependent on fishing activity. Moreover, in an exercise to improve analysis and provide an accurate view of the Spanish fleet, the North Atlantic supra-region has been segmented into the four North Atlantic fishing grounds in which the Spanish fleet is active (Cantabria and the North-West, the Gulf of Cádiz, NAFO waters and EU-27 waters VII, VIII ABDE). As this specific analysis comes under the action plan, the analysis of the

indicators and determination of fleet balance/imbalance among the segments are carried out in the above-mentioned action plan annexed to this annual report.

NORTH ATLANTIC

As regards the data obtained, taking into account the new requirements laid down in Commission Implementing Decision (EU) 2016/1251 of 12 July 2016 adopting a multi-annual Union programme for the collection, management and use of data in the fisheries and aquaculture sectors for the period 2017-2019, both Morocco (34.1.1) and the Canary Islands (34.1.2) have become part of the North Atlantic supra-region.

SUPRA-REGION CLUSTER DC	ACTIVE			INACTIVE		
	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
NORTH ATLANTIC	5,868	118,455.20	339,146.27	706	6,319.08	18,883.67

	Gear Length	CR/BER			RoFTA (%)			TECHNICAL INDICATOR			SHI			SAR			OVERALL INDICATOR			No of vessels			
		2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	
NAO	DTS	3	5.44	2.81	3.99	31.88	165.50	39.93	0.86	0.88	0.80			< 40%			null	3	3	3	61	66	66
		4	1.42	4.01	2.76	16.52	303.37	81.37	0.86	0.88	0.83			< 40%			null	3	3	3	81	74	75
		5	1.61	3.42	2.40	33.23	72.24	73.59	0.78	0.82	1.18	1.38	1.35	1.21			null	2	2	2	126	107	108
		6	3.48	3.56	3.07	456.00	625.05	306.34	0.76	0.71	1.09	0.82	0.81	0.98			COD-27.1-27.2	3	3	3	18	17	13
	PS	2	4.59	5.08	-1.42	41.85	129.58	-84.68	0.62	0.78	0.43			< 40%		HOM 27	null	2	3	1	2	20	18
		3	3.15	7.23	3.00	77.17	132.38	85.42	0.65	0.72	0.65			< 40%			null	2	3	2	122	116	112
		4	1.53	5.40	1.96	38.77	82.08	48.16	0.80	0.85	0.81			< 40%			null	3	3	3	93	99	101
		5	1.87	9.75	4.12	60.11	146.08	82.53	0.85	0.84	0.83			1.32		HOM 27	null	3	3	2	91	57	81
	DFN	2	2.85	16.01	0.66	70.90	169.75	-12.24	0.71	0.72	0.68			< 40%			null	3	3	1	117	106	115
		3	0.37	3.89	4.33	-21.42	54.88	92.99	0.75	0.76	0.82			< 40%			null	1	3	3	152	145	139
		4	1.02	0.79	1.82	0.81	-10.36	21.07	0.88	0.90	1.01	1.16	1.64	1.44			null	2	1	2	36	23	25
	HOK	2	3.27	3.74	1.08	73.72	145.65	2.38	0.71	0.68	0.47	1.65		1.40			null	2	2	2	62	64	63
		3	2.63	4.12	3.58	41.64	41.19	81.07	0.73	0.70	0.68	1.32	1.36	1.27			null	2	2	2	75	74	81
		4	2.07	1.71	2.06	70.06	15.31	43.76	0.74	0.77	0.86	0.84	1.11	1.03			null	3	2	2	29	33	29
		5	0.86	13.14	15.38	-11.15	253.80	152.18	0.69	0.69	0.77	0.67	0.63	0.81			null	1	2	3	9	50	25
	PGO	4	2.66	8.75	10.29	99.91	292.50	272.27	0.91	1.00	0.99	0.52		0.91		BSH-27	null	3	3	3	14	12	11
		5	2.39	3.95	2.97	33.24	60.58	54.31	1.04	0.97	1.38	0.34		< 40%		BSH-27	null	3	3	3	38	33	30
	PGP	5	2.83	3.35	2.19	134.06	164.86	92.39	0.83	0.90	1.31	0.79	0.96	0.79			null	3	3	3	61	56	55
	PMP	1	3.19	2.52	3.10	55.40	32.57	41.46	0.45	0.49	0.46			< 40%			null	2	2	2	2016	2,043	1,954
		2	1.79	1.97	6.20	23.24	18.56	199.13	0.61	0.64	0.48			< 40%			null	2	2	2	95	70	60
3		1.56	6.44	2.59	10.46	51.37	41.88	0.77	0.84	0.81	0.96	1.11	1.07			null	3	2	2	68	47	42	
FPO	2	2.16	7.35	3.44	28.41	51.40	60.43	0.76	0.83	0.71			< 40%			null	3	3	3	56	71	71	
	3	1.66	5.43	6.40	16.75	26.14	65.07	0.74	0.88	0.69			< 40%			null	3	3	2	49	56	58	
DRB	1	9.25	11.56	1.96	143.24	93.28	12.69	0.44	0.48	0.54			< 40%			null	2	2	2	1,751	1,731	1,814	
	2	0.20	14.45	2.69	-79.92	89.83	27.85	1.08	0.85	0.47			< 40%			null	2	3	2	14	14	14	
	3	1.93	4.12	2.24	22.92	42.87	18.30	1.09	0.77	0.47			< 40%			null	3	3	2	81	84	84	
IC	PS	3	1.47	19.14	2.61	14.59	625.42	156.85	0.80	0.91	0.60			< 40%			null	3	3	2	18	14	16
	HOK	2	2.34	4.73	7.24	23.68	36.45	173.10	0.62	0.64	0.29	0.61	0.63	0.71			null	2	2	2	42	49	43
		3	2.28	0.28	6.60	39.96	-7.61	136.16	0.67	0.71	0.60	0.83	0.63	0.83			null	2	2	2	31	43	27
		5	1.26	3.03	0.36	19.64	79.86	-30.42	0.78	0.79	0.90	0.97	0.93	1.02			null	3	3	2	21	25	22
	PMP	1	2.62	5.33	0.91	42.39	45.10	-4.50	0.30	0.31	0.35			< 40%			null	2	2	1	492	488	465
		2	-0.87	0.45	0.13	-118.50	-62.12	-89.62	0.57	0.67	0.46			0.73	1.00			null	1	1	1	19	20
FPO	2	-17.94	-2.27	0.45	-93.67	-55.20	-39.56	0.83	0.82	0.45			< 40%			null	1	1	1	16	16	12	
IMA	HOK	3	2.28	0.28	4.06	39.96	-7.61	29.18	0.67	0.71	0.88	0.83	0.63	< 40%			null	2	2	3	31	43	19

MEDITERRANEAN

SUPRA-REGION CLUSTER DC	ACTIVE			INACTIVE		
	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
MEDITERRANEAN	2,228	54,100.03	210,248.55	335	1,812.13	12,252.89

	Gear	Length	CR/BER			RoFTA (%)			TECHNICAL INDICATOR			SHI			SAR			OVERALL INDICATOR			No of vessels		
			2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017
MBS	DTS	2	3.13	9.14	1.85	91.46	62.63	41.88	0.87	0.82	0.60			< 40%			null	3	3	2	21	19	18
		3	1.97	5.38	2.57	33.44	73.14	64.12	0.79	0.81	0.85			< 40%			null	3	3	3	152	147	147
		4	1.37	3.75	1.91	16.34	47.81	38.86	0.78	0.77	0.91	4.28	3.96	4.08				2	2	3	307	301	303
		5	1.38	3.19	1.32	14.66	45.30	15.79	0.84	0.83	0.91	3.39	4.12	4.25	HKE-37.1.	HKE-37	null	2	2	3	135	130	132
	PS	2	6.28	9.11	30.89	74.28	107.68	194.05	0.92	0.80	0.68			< 40%			null	3	3	2	20	20	18
		3	3.65	3.65	3.25	80.41	70.70	62.72	0.81	0.83	1.00	1.13	1.74	1.54	PIL-37.1.1-	PIL-GSA6	null	2	2	2	90	85	84
		4	2.68	4.02	2.26	29.31	49.02	42.97	0.86	0.89	1.04	1.20	1.67	1.55	PIL-37.1.1-	PIL-GSA6	null	2	2	2	89	86	88
		5	2.11	2.56	2.78	67.12	100.25	115.34	0.46	0.48	0.55	0.66	0.96	0.83	PIL-37.1.1-	PIL-GSA6	null	2	2	2	25	25	26
	DFN	2	6.66	3.54	1.28	100.01	64.24	10.57	0.69	0.71	0.68			< 40%			null	2	3	2	45	84	85
		3	-1.06	1.41	1.55	-95.26	21.20	27.85	0.78	0.81	0.77			< 40%			null	1	3	3	40	54	53
	HOK	2	1.06	13.17	-0.49	6.92	221.16	-57.99	0.67	0.62	0.44			< 40%			null	2	2	1	42	52	47
		3	1.31	3.52	3.80	6.43	12.79	40.66	0.59	0.68	0.57			2.09			null	2	2	2	23	21	23
	PGO	3	-0.60	5.26	1.88	-30.56	87.83	41.44	0.75	0.71	0.66	2.79	1.55	1.60			SWO-37	1	2	2	45	44	42
		4	1.52	2.67	1.99	28.44	42.13	45.31	0.86	0.82	0.80	2.39	1.66	1.54			SWO-37	2	2	2	24	21	22
	PMP	1	0.91	3.31	15.51	-6.65	32.64	267.14	0.37	0.37	0.34			< 40%			null	1	2	2	111	109	109
		2	5.61	8.69	1.32	152.16	126.67	15.29	0.56	0.53	0.50			< 40%			null	2	2	2	1,032	951	913
		3	3.98	3.22	1.77	162.07	52.49	11.59	0.76	0.91	0.80		3.21	3.57		PIL-GSA6	null	3	2	2	52	32	34
	FPO	3	2.37	6.16	1.55	27.75	318.41	26.17	1.28	1.24	0.98			< 40%			null	3	3	3	20	24	31
	DRB	2	1.88	1.11	1.16	17.69	3.19	7.66	0.83	0.65	0.44			< 40%			null	3	2	2	33	18	39
		3		3.01	1.11		22.93	1.74		0.99	0.77			< 40%			null		3	2		14	14

OTHER FISHING REGIONS

SUPRA-REGION CLUSTER DC	ACTIVE			INACTIVE		
	VESSELS	TOT_GT	TOT_KW	VESSELS	TOT_GT	TOT_KW
RFOs	199	152,394.07	207,522.45	20	7,960.26	11,615.47

	Gear	Length	CR/BER			RoFTA (%)			TECHNICAL INDICATOR			SHI			SAR			OVERALL INDICATOR			No of vessels		
			2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017	2015	2016	2017
OFR	DTS	5	2.71	2.87	1.01	193.20	112.40	0.76	0.84	0.85	1.24			< 40%			null	3	3	3	39	40	41
		6	2.15	1.89	2.30	242.72	160.97	198.13	0.87	0.84	1.30			< 40%			null	3	3	3	33	30	33
	PS	6	0.99	2.30	2.32	-0.63	61.78	100.37	0.87	0.96	1.36	0.99	0.97	0.98			null	2	3	3	30	26	26
		5	1.26	3.03	4.78	19.64	79.86	170.63	0.78	0.79	1.01	0.97	0.93	1.01			null	3	3	3	21	25	12
	PGO	5	3.54	2.83	2.16	142.74	96.66	62.74	0.89	0.86	1.45			< 40%			null	3	3	3	62	64	62
		6	1.95	1.88	2.53	86.07	90.02	65.50	0.92	0.95	1.41			< 40%			null	3	3	3	23	23	25



GOBIERNO
DE ESPAÑA

MINISTERIO
DE AGRICULTURA, PESCA
Y ALIMENTACIÓN