

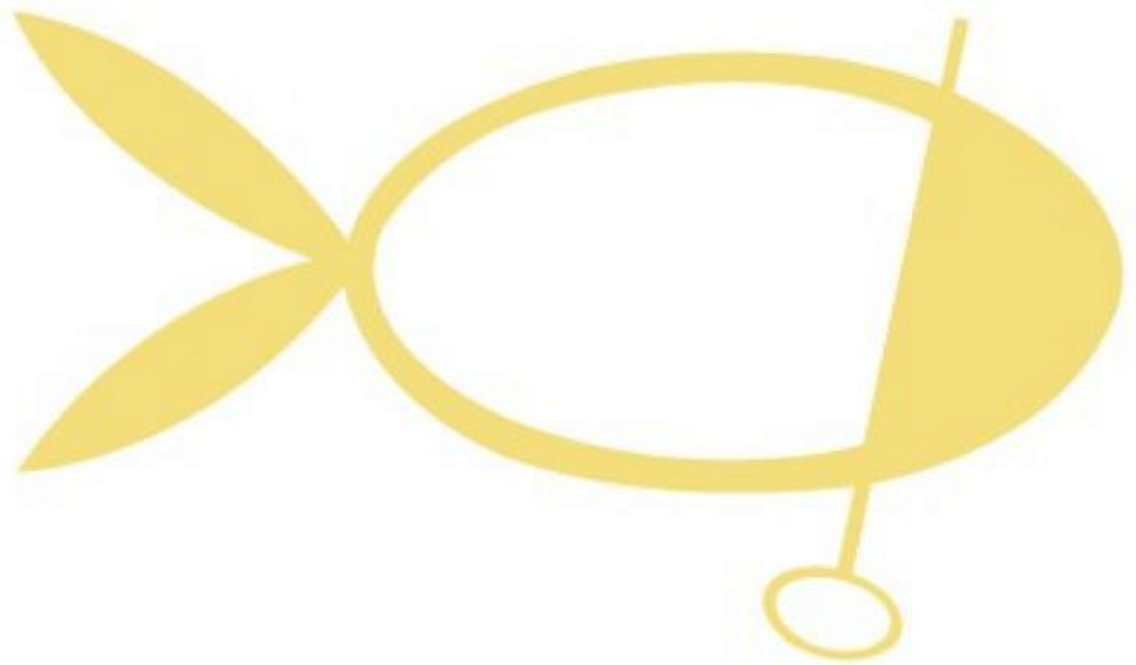
ASPECTOS ECONÓMICOS DAS DESCARBONIZACIÓN DA FLOTA.

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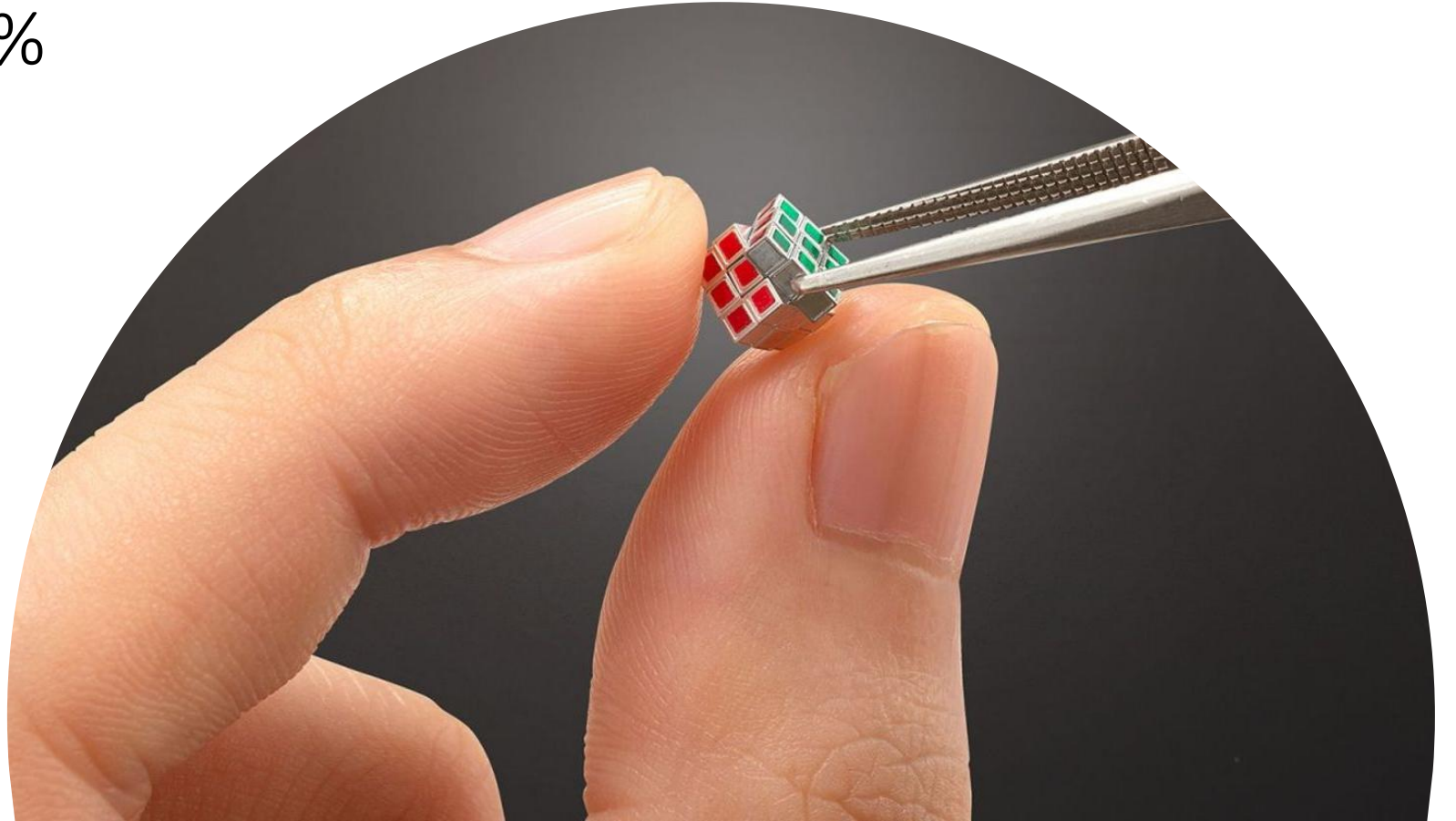
Universidade de Santiago de Compostela



IV JORNADA de PESCA de RIBEIRA
19.09.25

Escola Oficial Náutico-Pesquera de Ribeira

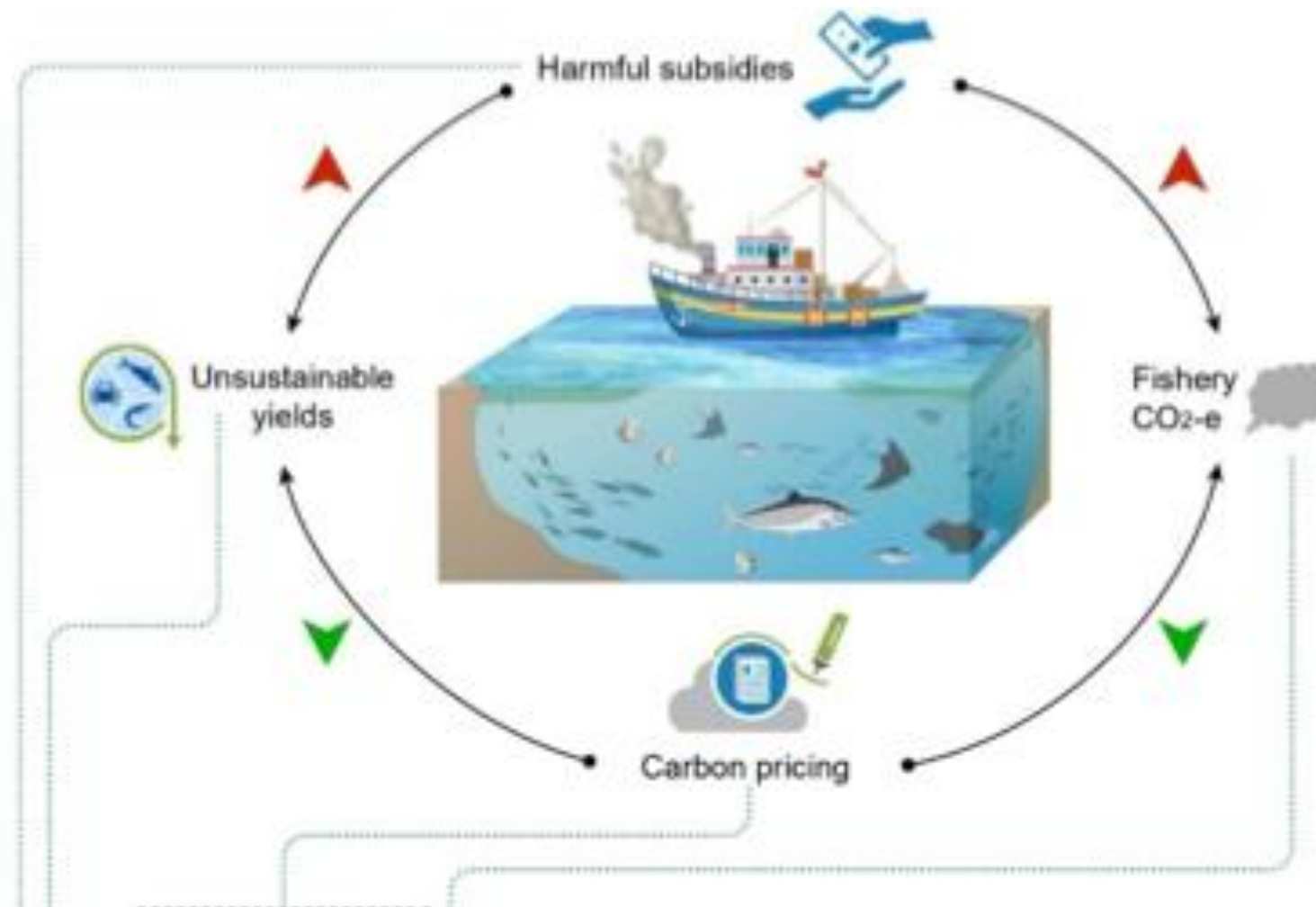
AS REFORMAS DA
FISCALIDADE SOBRE
OS COMBUSTÍVEIS:
O PROBLEMA DO 4%
DO 2%





¿Onde vai o 96% restante?





POR DONDE VAN OS TIROS



Strata	Substrata	Number vessels	Stocks	Biomass	Sustainability status	Harvest rate
Artisanal Fishing (0-40 GTs)		3.953	OCC	-	-	-
			CTC	-	-	-
			JDV	-	-	-
			CKJ	-	-	-
Coastal Fishing (40-100 GTs)	Longline	9	HKE (8c9a)	Above trigger	Appropriate	
			POA	Unknown	Unknown	
	Purse seine	64	PIL (8c9a)	Above trigger	Above limits	
			PIL (8abd)	Below trigger	Above limits	
			PIL (7)	Unknown	Unknown	
			HOM (9a)	Above trigger	Appropriate	
			HOM (2a4a5b6a7a-ce-k8)	Below trigger	Above limits	
			MAC (nea)	Above trigger	Above limits	
			ANE (8)	Undefined	Full rep. capacity	
			ANE (9a)	Undefined	Reduced rep. capacity	
	Others	19	HKE (8c9a)	Above trigger	Appropriate	
			MAC (nea)	Above trigger	Above limits	
European Western Waters Fishing (100-250 GTs)	Trawling	45	HKE (27.3a46-8abd)	Above trigger	Appropriate	
			WHE	-	-	
			MEG (7b-k8abd)	Above trigger	Appropriate	
			ANK	Above trigger	Appropriate	
	Longline	83	HKE (27.3a46-8abd)	Above trigger	Appropriate	
	Others	11	HOM (9a)	Above trigger	Appropriate	
			MAC (nea)	Above trigger	Above limits	
Long Distance Waters Fishing (>250 GTs)	Trawling	63	HKE (27.3a46-8abd)	Above trigger	Appropriate	
			WHE	Unknown	Unknown	
			MEG (7b-k8abd)	Above trigger	Appropriate	
			ANK (78abd)	Above trigger	Appropriate	
	Longline	85	SWO (Atl N)	Below trigger	Appropriate	
			SWO (Atl S)	Below trigger	Above limits	
			BSH (N)	Below trigger	Appropriate	
			BSH (S)	Below trigger	Appropriate	
			SMA	Status Unknown (ICCAT) & Vulnerable (IUCN)		

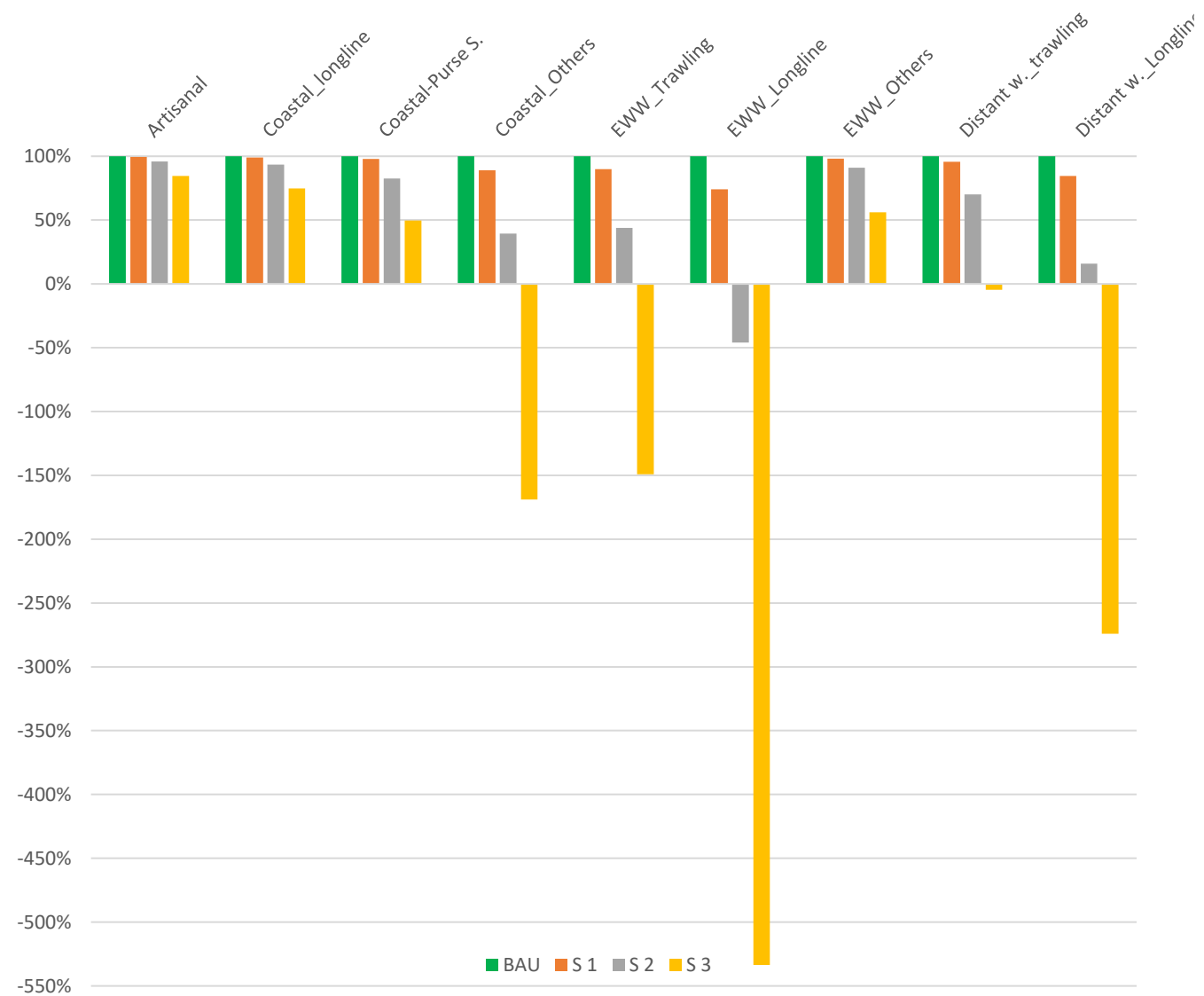
ESTADO DOS PRINCIPAIS STOCKS DA FLOTA GALEGA



		Refined Petroleum Products (€)	Operating Costs (€)	Profit Margin	Weight of fuel on OC	Fuel expenditure per euro produced (€)
Artisanal fishing	Traditional fishing	7,823,118.38	106,708,189.80	41.97%	7.33%	0.043
	Trawling	422,435.85	3,329,801.06	43.29%	12.69%	0.072
Coastal fishing	Purse seine	2,120,548.94	37,252,208.54	14.67%	5.69%	0.049
	Gillnetting	531,867.00	3,374,902.82	8.18%	15.76%	0.145
European	Trawling	9,099,813.36	41,724,033.45	11.75%	21.81%	0.192
Western waters fishing	Longline	13,945,023.04	86,982,865.94	3.71%	16.03%	0.154
	Others	423,500.00	5,152,400.00	22.19%	8.22%	0.064
Long distant waters fishing	Trawling	20,249,188.57	136,630,558.49	17.75%	14.82%	0.122
	Longline	22,493,941.39	116,526,436.01	7.28%	19.30%	0.179

77 millones de euros de gasto en combustible





IMPACTO DAS REFORMAS SOBRE O BENEFICIO DAS FLOTAS



Most carbon emissions not yet priced

Percentage global carbon emissions

16%

< \$40 per
tonne carbon
emissions



4%

≥ \$40 per
tonne carbon
emissions

80% not priced

CO₂

- As flotas máis intensivas en gasoil non van a ser as que sufran o maior impacto.
- A flota de baixura verá minguada a súa competitividade e resultará menos atractiva.
- A WTO é unha reforma obsoleta: deseñada a na era do petróleo barato, antes da transición enerxética e no caso dos países occidentais antes da xestión Pesqueira baseada na ciencia.
- Os logros das reformas respecto aos seus obxectivos serán marxinais.
- Os principais afectados pola reforma da WTO serán flotas de pequena escala de países en vías de desenvolvemento.
- As medidas propostas non van a reducir as externalidades que querían abordar (emisións e sobrepesca)
- Novas externalidades negativas.
- Sobreregulación
- Necesidade de reformas apoiadas en política industrial, estímulos positivos (e negativos a posteriori) e xestión pesqueira.
- As taxas ao carbono dañaran as flotas europeas se non se aplican aos produtos pesqueiros e substitutivos importados.
- Se non se aos produtos importados benefician aos "free raiders".

CONCLUSIÓN





Graza
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