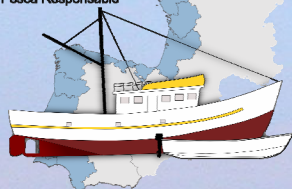


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Pequena pesca na costa continental portuguesa: caracterização sócio-económica, descrição da actividade e identificação de problemas



EDITORES:

Miguel B. Gaspar & Fábio Pereira



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Pequena pesca na costa continental portuguesa:

caracterização sócio-económica, descrição da actividade e identificação de problemas.

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Introdução

Num contexto nacional, a pequena pesca assume crescente importância em virtude da sua forte implantação ao longo de toda a costa portuguesa, da grande diversidade de artes de pesca e espécies capturadas, do elevado valor comercial dos produtos desta actividade, do grande número de pescadores e outros agentes envolvidos, da importância ambiental, sócio-económica e cultural a nível local, regional e/ou nacional e da diminuição da importância dos pesqueiros tradicionais explorados pela frota longínqua. Acresce o facto de nalgumas regiões a pequena pesca constituir, no conjunto das estruturas produtivas, uma das componentes com maior relevância. O segmento de frota associado à pequena pesca é caracterizado por embarcações com reduzida autonomia de operação e comprimento de fora-a-fora inferior a 9 metros. Esta frota, que corresponde a cerca de 80% da frota portuguesa, opera, de uma maneira geral, dentro das 3 milhas tanto ao longo do litoral oceânico, como em sistemas lagunares costeiros e sistemas estuarinos. As áreas de actuação da frota associada à pequena pesca fazem com que esta actividade esteja fortemente vinculada a pequenas comunidades piscatórias que se distribuem ao longo de toda a costa portuguesa. Não é, por isso, de estranhar que os problemas associados a esta importante actividade sejam frequentemente locais, cuja resolução exige abordagens que deverão ter em conta os habitats sobre os quais a pesca se exerce, o tipo de artes de pesca utilizadas, as espécies-alvo e acessórias, o esforço de pesca, bem como o contexto sócio-económico da região.

Apesar da importância da pequena pesca, esta actividade tem merecido reduzida atenção a nível nacional, assim como ao nível da União Europeia, já que grande parte dos estudos desenvolvidos pela comunidade científica são sobretudo dirigidos para as frotas industriais ou semi-industriais que exploram os grandes recursos. Esta situação deriva, por um lado, do facto da pequena pesca ter um peso directo muito pequeno no PIB dos diferentes países comunitários e, por outro lado, pelas dificuldades em seguir esta actividade. Importa, contudo, sublinhar que se directamente a contribuição da pequena pesca para o PIB é baixa, indirectamente é bastante alta pois tem repercussões positivas em outras actividades económicas como seja a restauração e o turismo.

De uma maneira geral, a gestão das pescarias levadas a cabo pela frota da pequena pesca é inconsequente ou mesmo inexistente em virtude da escassez de informação. De facto, não existe informação, ou quando existe é escassa e esparsa no tempo, sobre a actividade em si,

nomeadamente: número de marés diárias, dias de pesca, tempo de pesca, tempo de viagem, áreas de pesca e tipo de artes utilizadas ao longo do ano. Sem informação não se consegue promover a gestão sustentada quer dos recursos quer da própria actividade.

Com o objectivo de colmatar esta falha no conhecimento, no âmbito do projecto PRESPO “Desenvolvimento Sustentável da Pesca Artesanal no Espaço Atlântico” (Programa INTERREG IIIB, Espaço Atlântico, União Europeia, Fundos FEDER) foi realizado um inquérito ao longo de toda a costa continental portuguesa que cobriu grande parte dos portos de pesca actualmente activos, o que permitiu conhecer, de forma detalhada, a actividade de pesca associada à frota da pequena pesca.

Recolha de dados

Foi elaborado um questionário (Fig. 1) que preencheu três requisitos: ser o mais simples, claro e curto possível. O questionário foi dividido em três partes visando obter um conjunto de informação relacionada com aspectos sócio-económicos e demográficos, com actividade pesqueira e com os problemas sentidos pelos profissionais. A primeira e segunda partes do questionário continham questões estruturadas para preenchimento de espaços em branco ou de escolha múltipla resultando em dados quantitativos que puderam ser analisados estatisticamente. A terceira parte era composta por uma única questão aberta onde o entrevistado foi encorajado a responder livremente, dando a sua própria opinião.

O questionário utilizado no presente estudo foi previamente validado através de entrevistas a três pescadores da frota artesanal de forma a garantir a utilização de palavras adequadas, num contexto lógico e permitir a recolha de dados de qualidade, evitando o desperdício de tempo e dinheiro.

O questionário foi realizado nos anos de 2009 e 2010 tendo sido dirigido aos mestres das embarcações de pesca local (com um comprimento fora-a-fora inferior a 9 m) através de entrevistas presenciais (Fig. 2). Embora mais dispendiosa do que outras técnicas de recolha de dados (enviando questionários por correio e entrevistas por telefone), optou-se pelo método de entrevista presencial dado ser mais eficaz e, na maior parte dos casos, com melhores resultados já que a baixa escolaridade dos entrevistados faz com que entendam mais facilmente as palavras e frases faladas do que as escritas.

[illegible]

Figura 1. Questionário utilizado na recolha de dados sobre a pesca artesanal.

As entrevistas foram realizadas tanto por marcação, recorrendo às associações de pescadores, como entrevistando, voluntariamente, os pescadores na praia ou nos portos de desembarque. No total foram realizadas 1.004 entrevistas em 74 portos de pesca. De sublinhar que o presente inquérito apenas cobriu a frota local que opera em águas marítimas, excluindo-se, assim, as embarcações que exercem a sua actividade exclusivamente em rios, estuários, lagoas costeiras ou sistemas lagunares (Ria de Aveiro, Ria de Alvor e Ria Formosa).



Figura 2. Recolha de dados através de entrevistas presenciais.

Parte 1

Caracterização sócio-económica e das pescarias por NUTS II e porto de pesca

Portos de pesca

Na Figura 3 encontram-se assinalados os portos de pesca actualmente existentes ao longo da costa de Portugal continental.

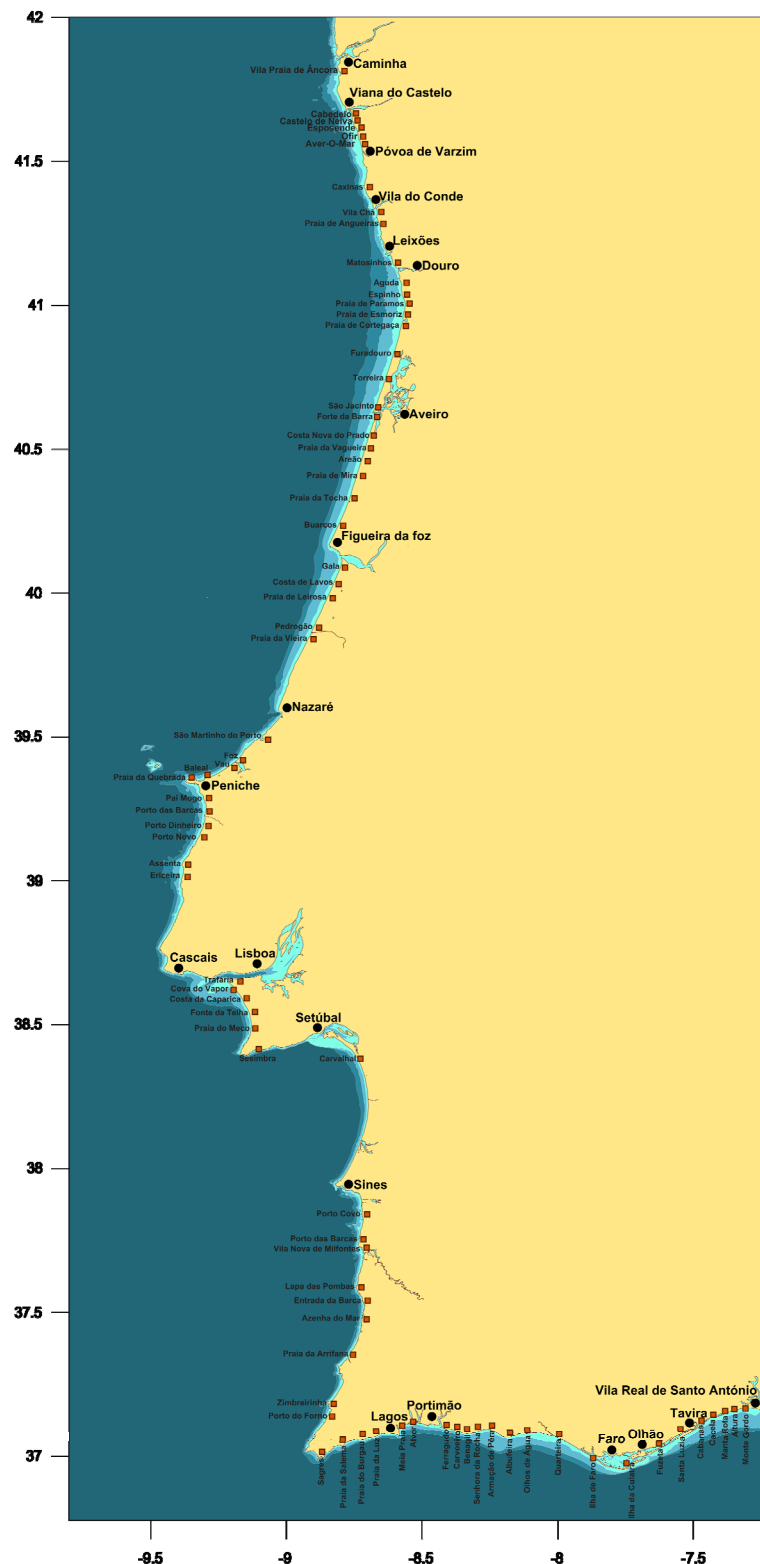


Figura 3. Localização dos portos de pesca ao longo da costa de Portugal continental.



NUTS II - NORTE

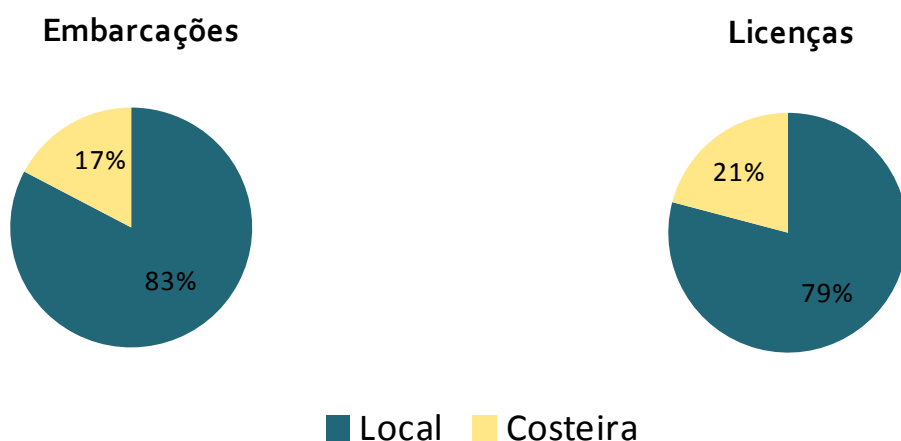
Portos de Pesca

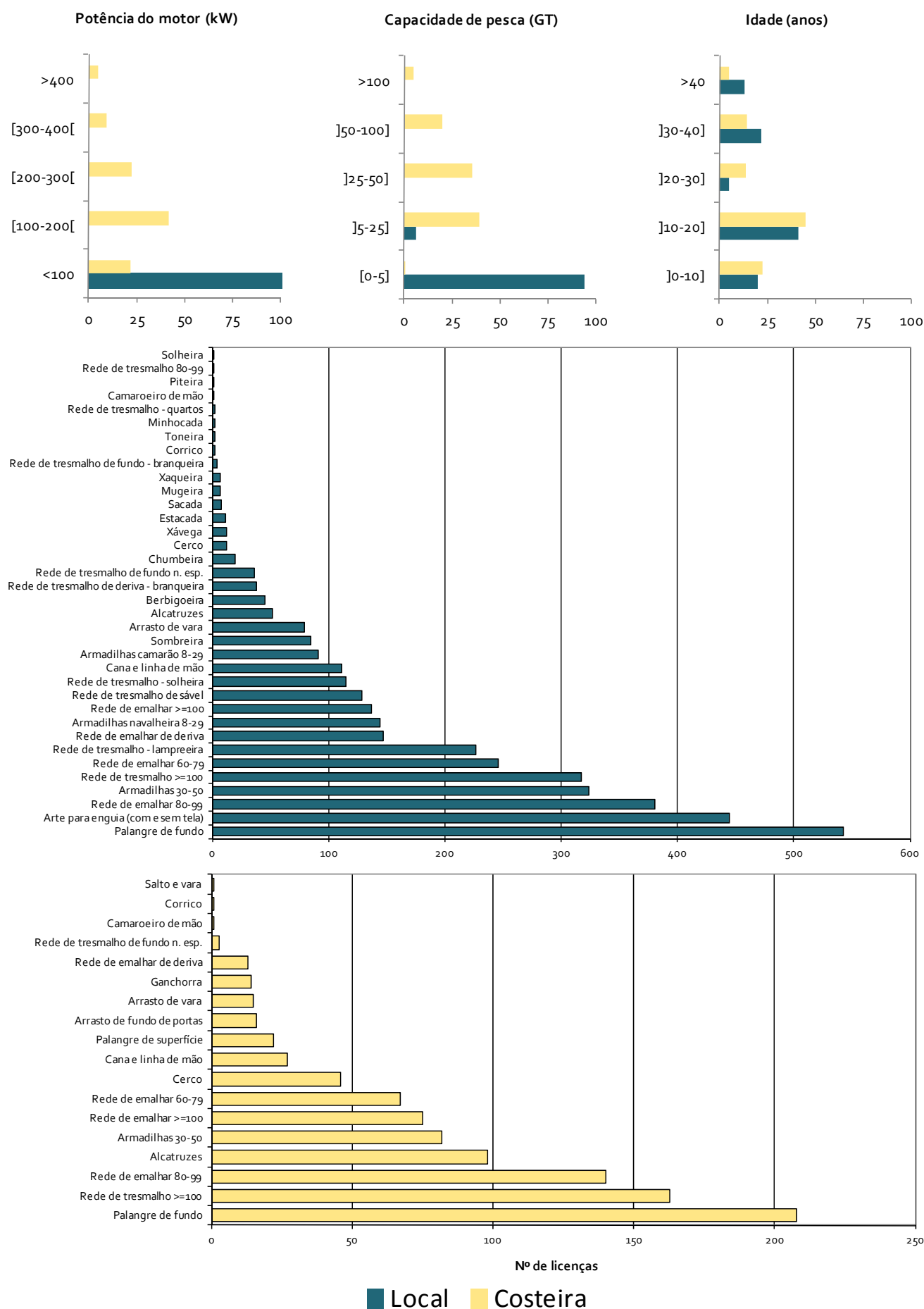
- Caminha
- Vila Praia de Âncora
- Viana do Castelo
- Castelo do Neiva
- Esposende
- Ofir
- Fão
- Apúlia (Cedovém)
- Póvoa de Varzim
- A-ver-o-Mar
- Vila do Conde
- Vila Chã
- Praia de Angeiras
- Matosinhos
- Cantareira
- Afurada
- Praia da Aguda
- Espinho
- Praia de Paramos

Descrição da frota para NUTS II Norte

Nº total de embarcações: 1338 (Local- 1106; Costeira - 232)

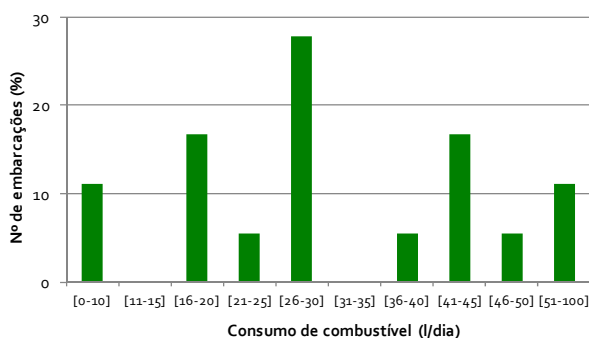
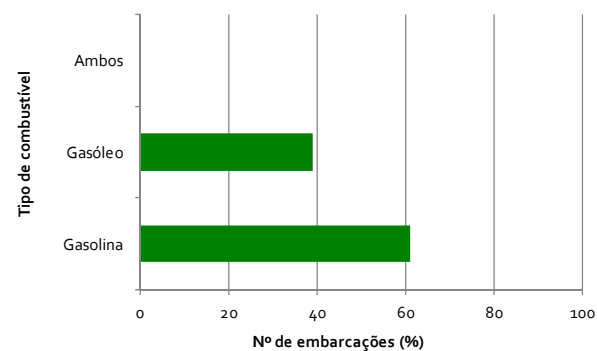
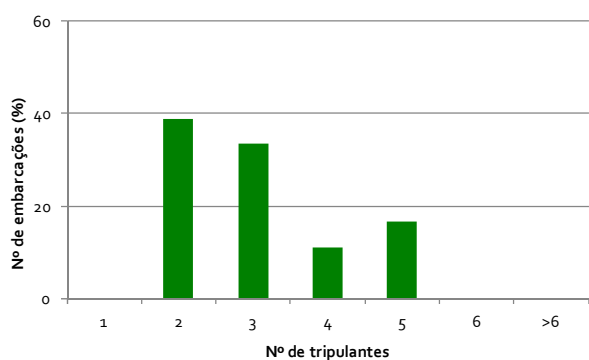
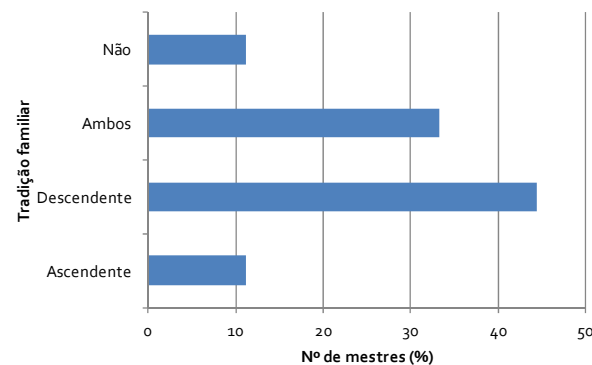
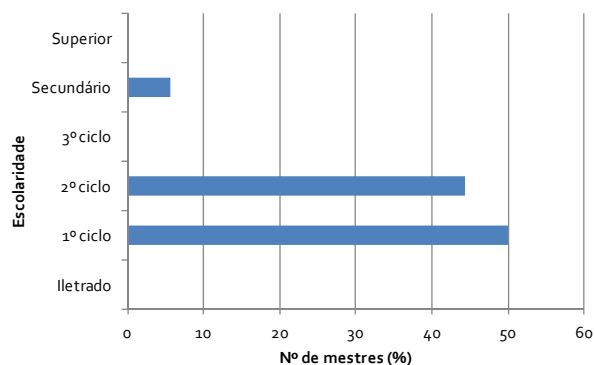
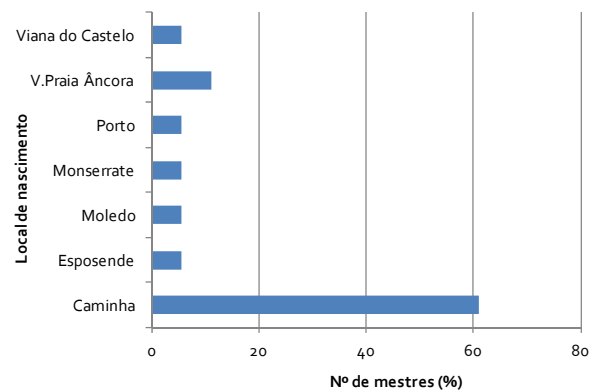
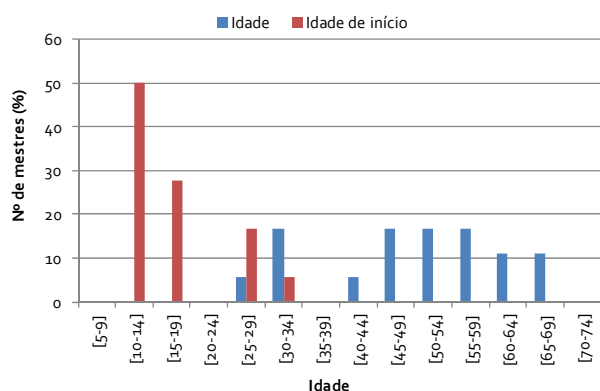
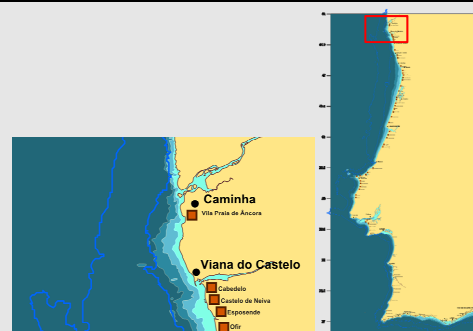
Nº total de licenças: 4820 (Local- 3831; Costeira - 989)

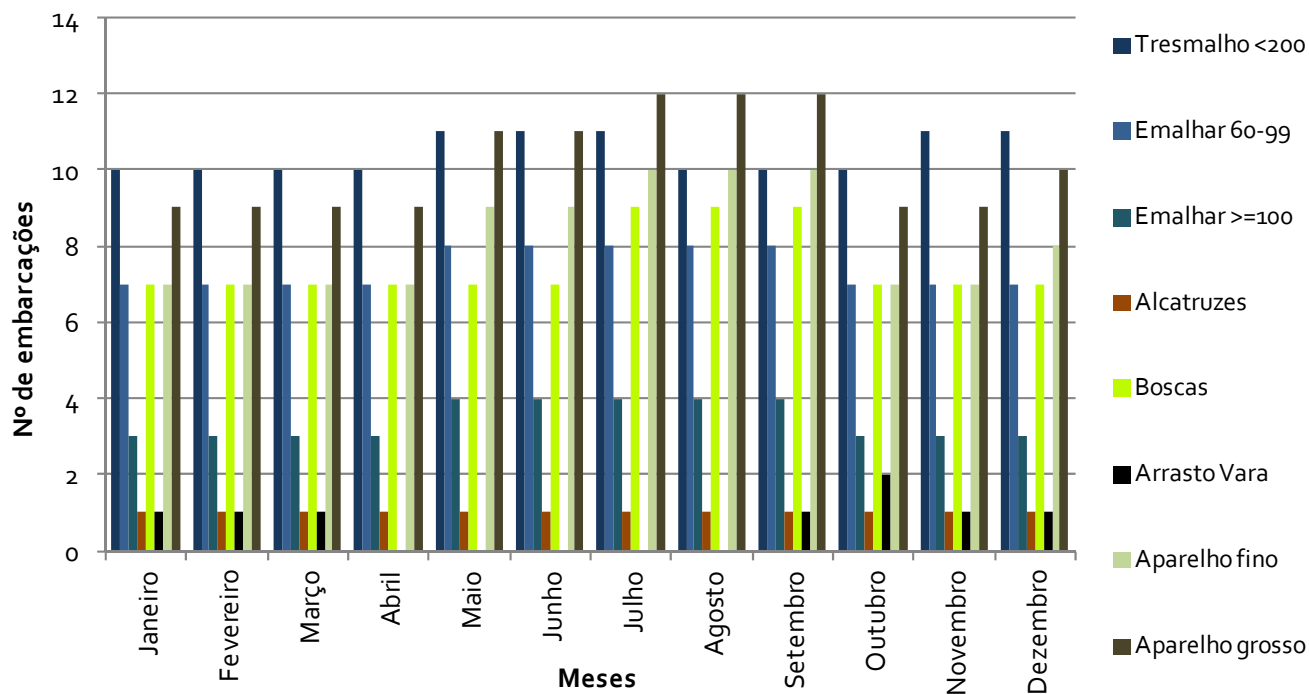
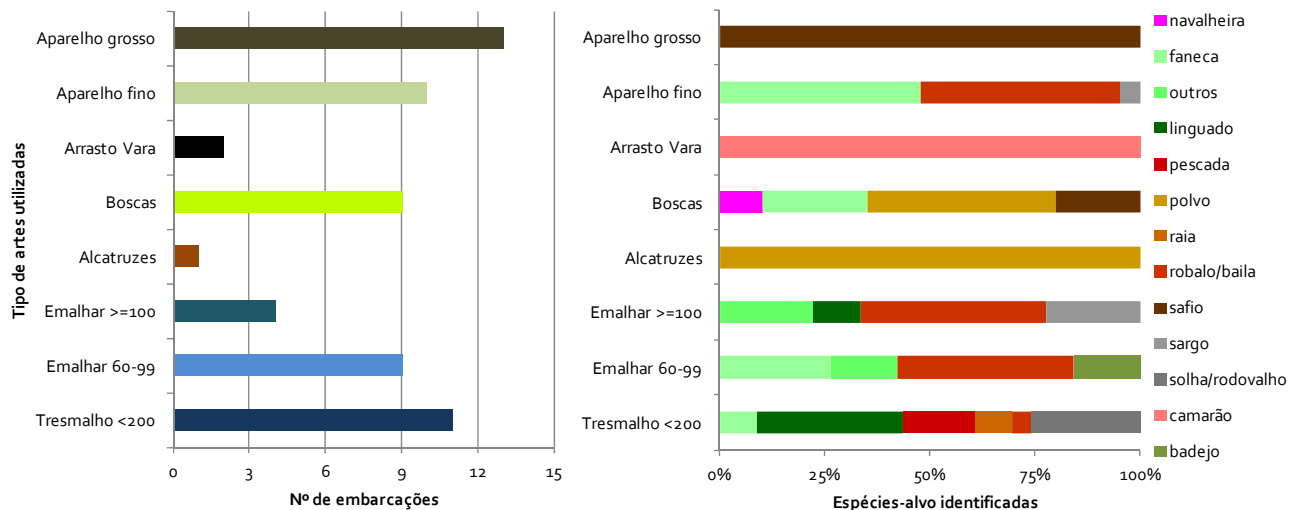


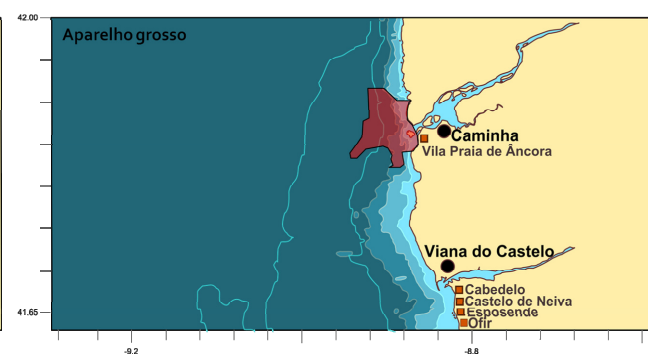
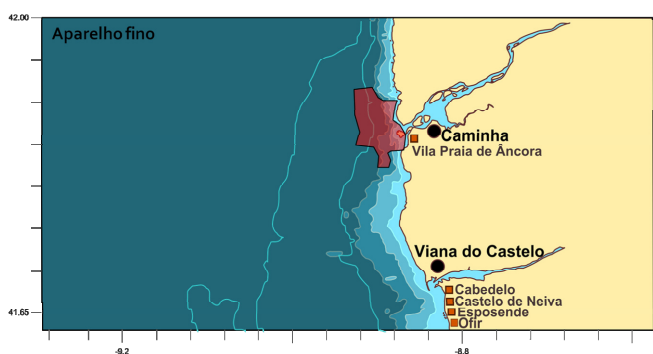
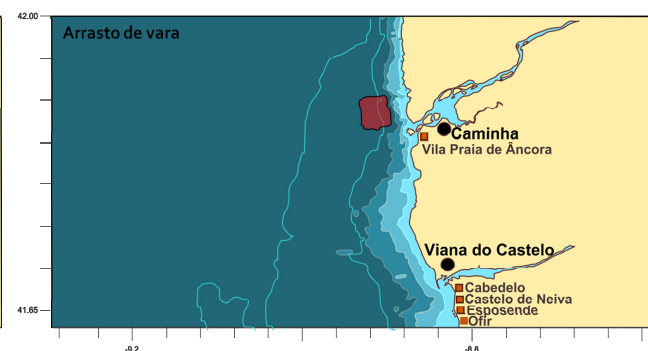
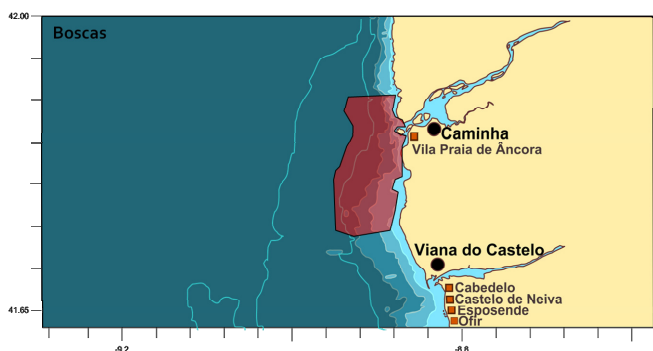
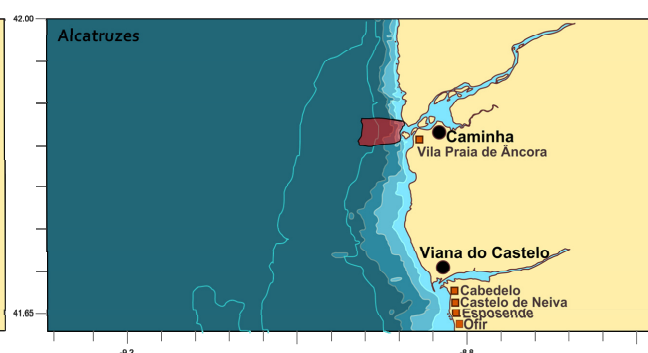
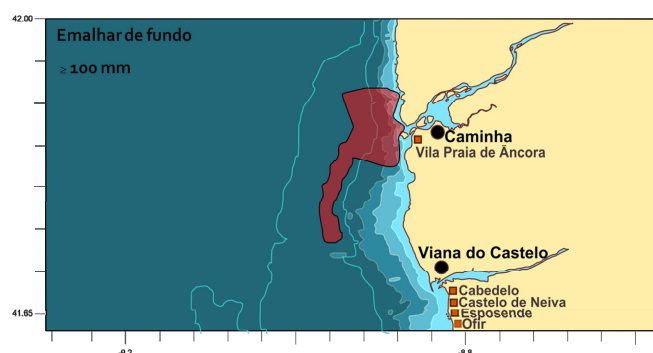
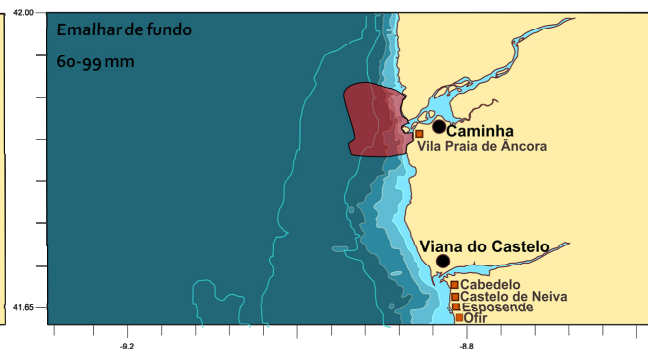
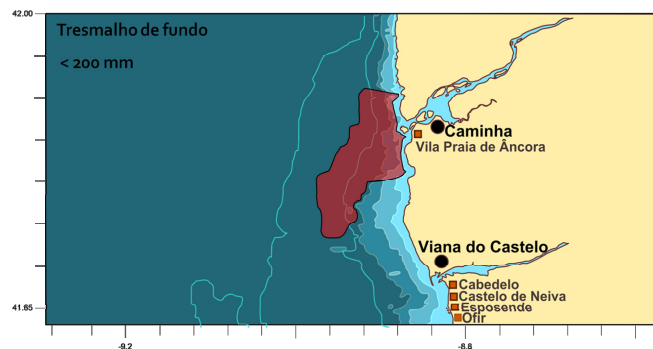


Caminha

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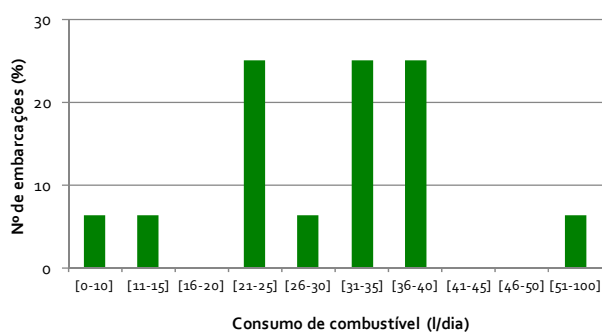
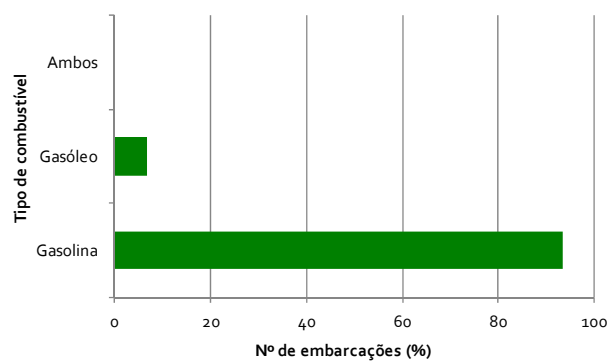
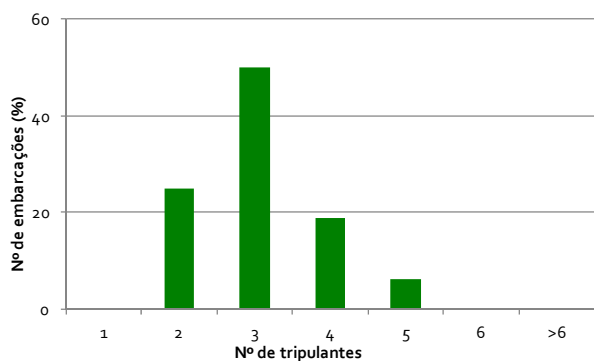
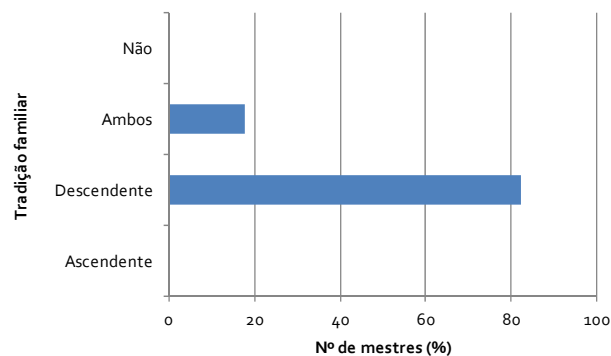
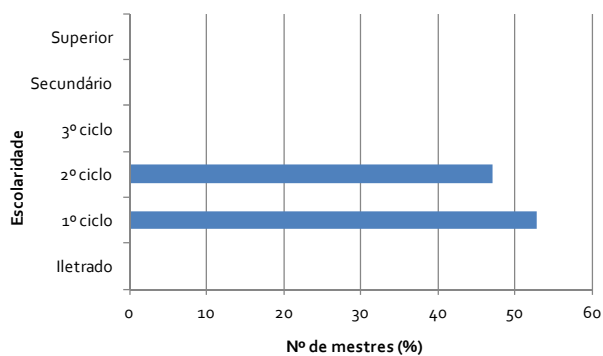
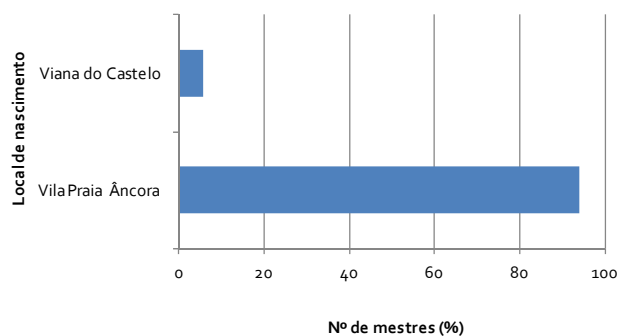
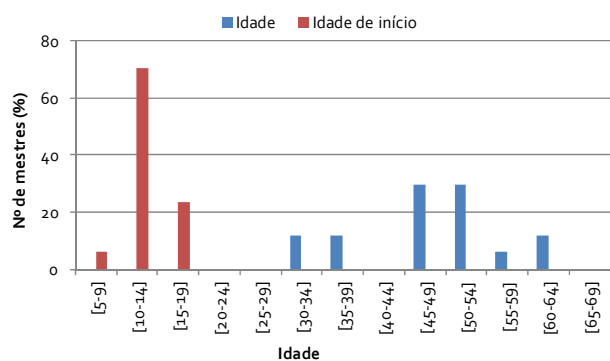
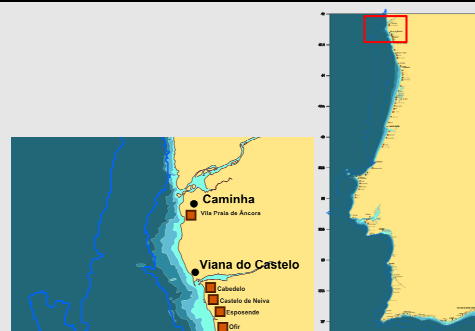


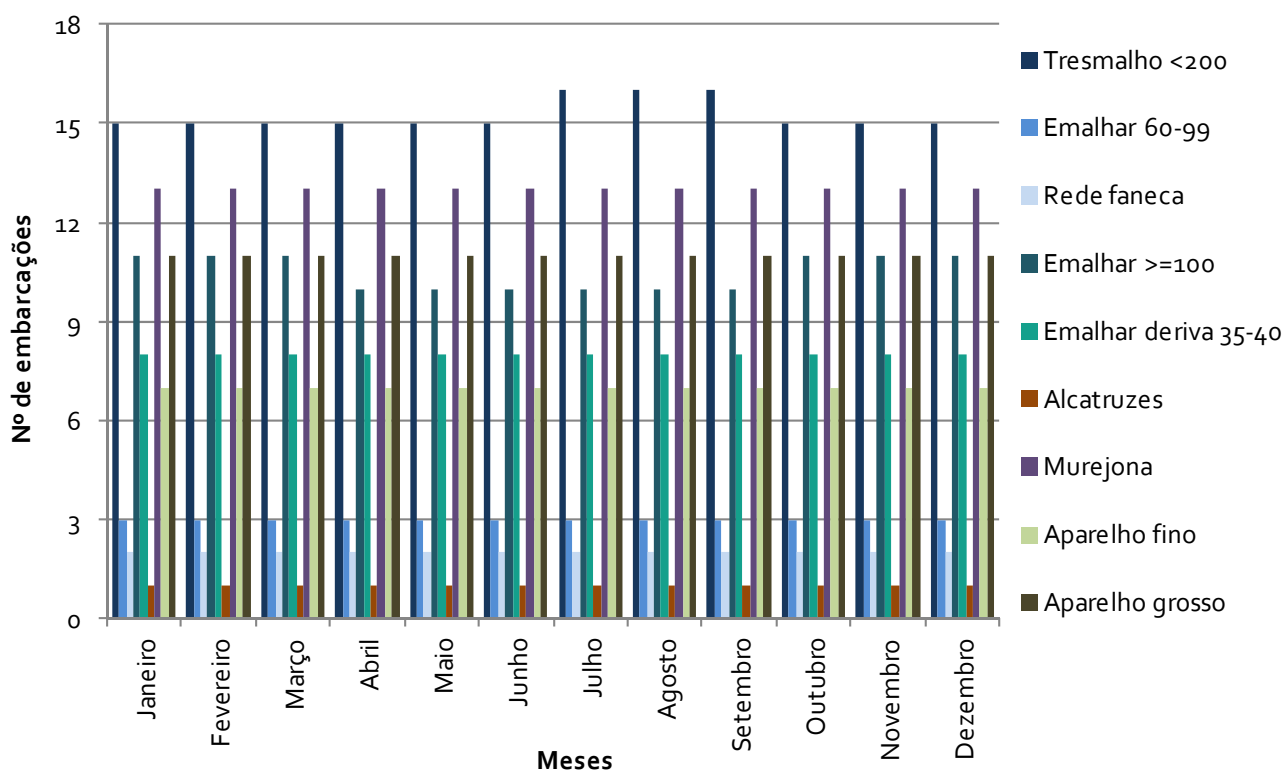
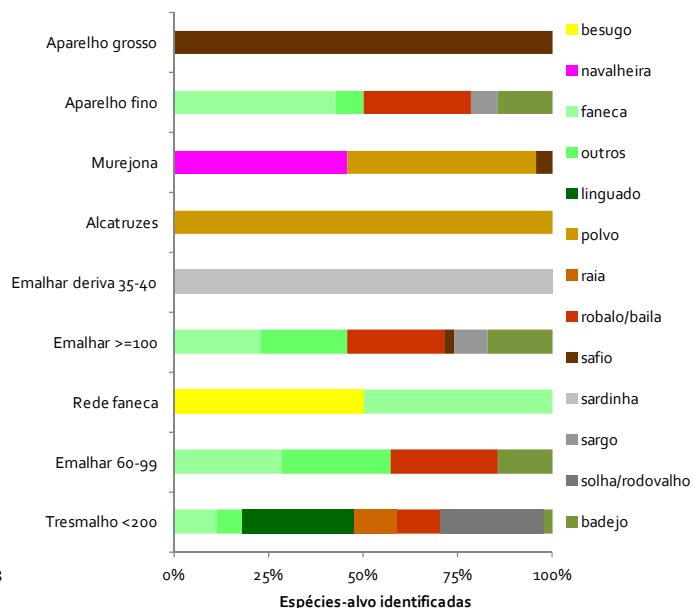
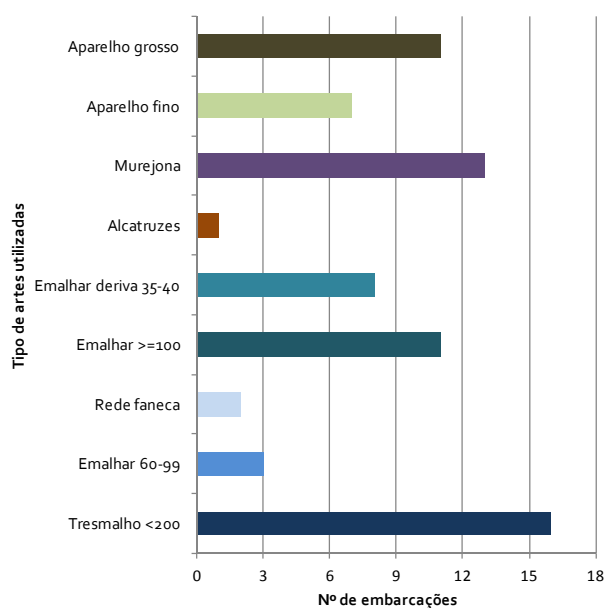


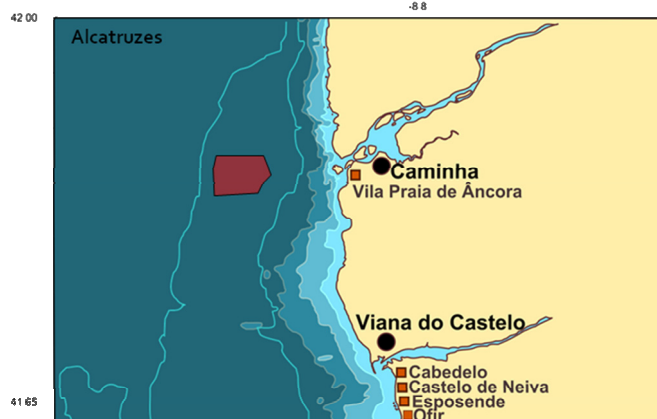
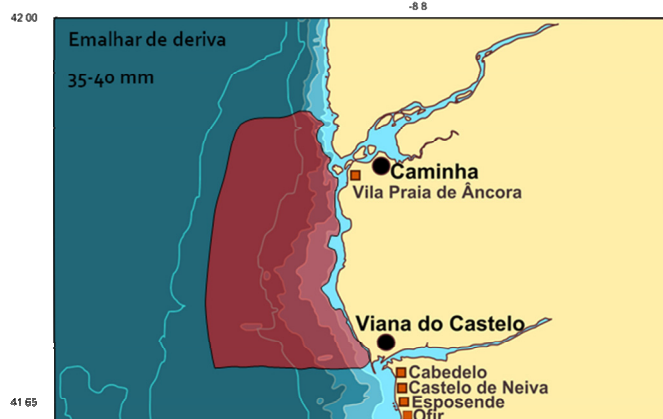
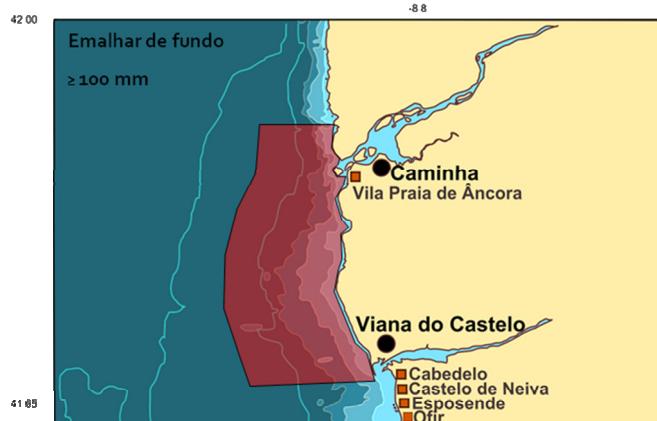
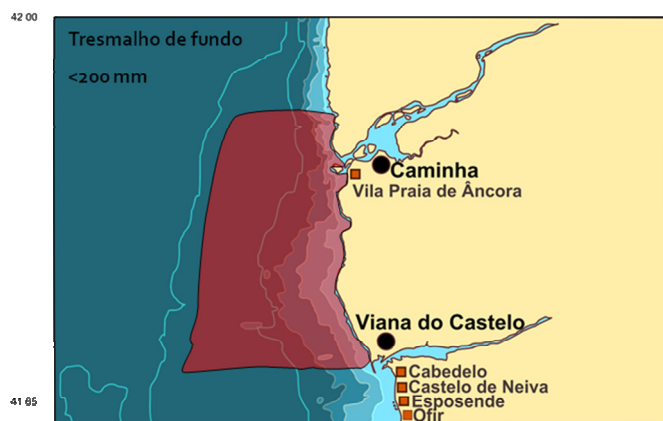


Vila Praia de Âncora

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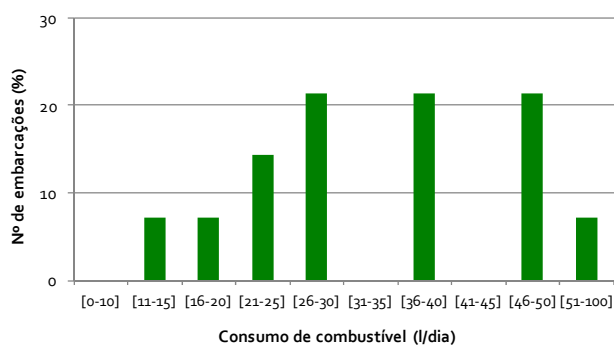
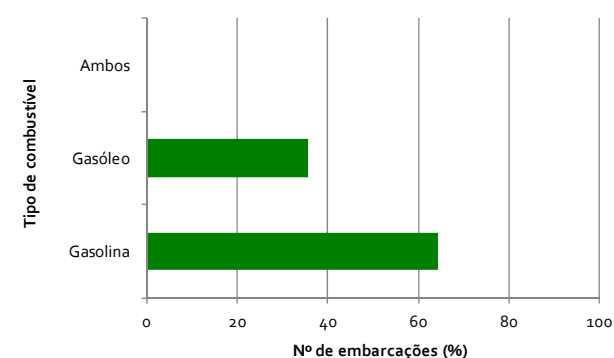
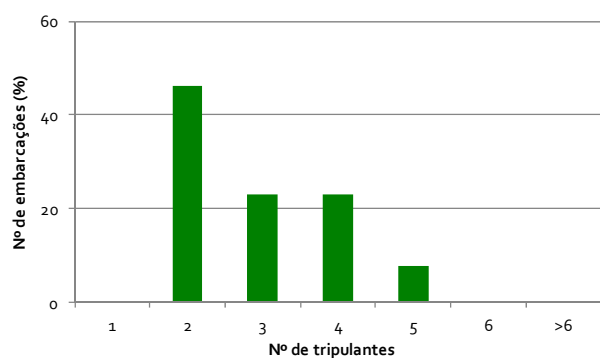
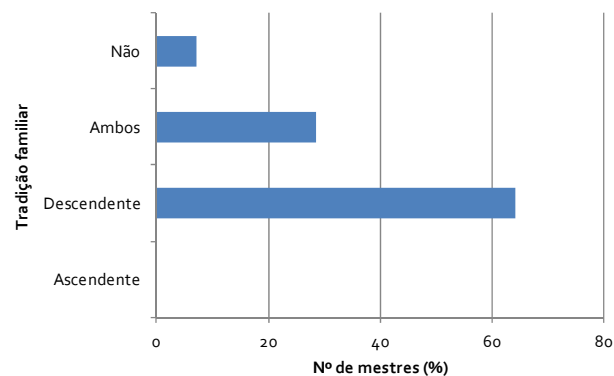
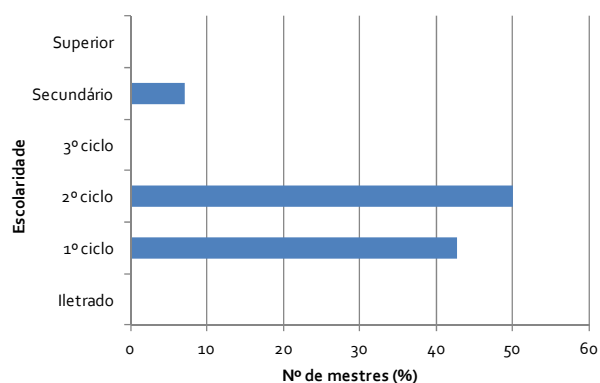
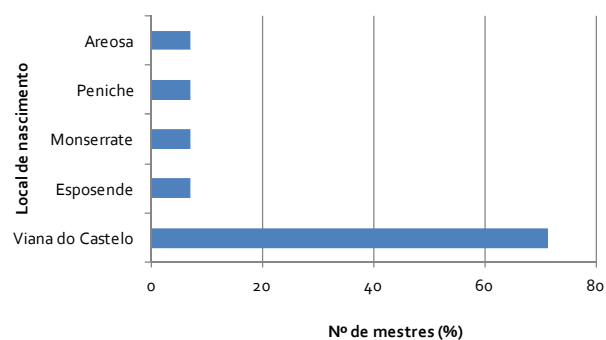
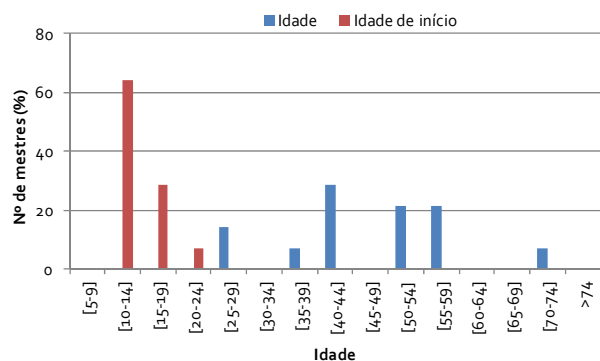
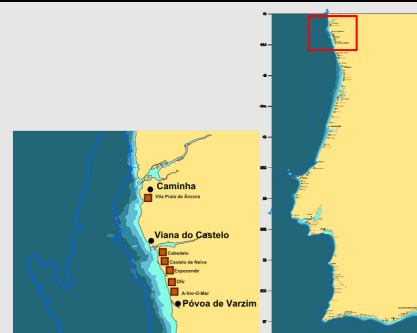


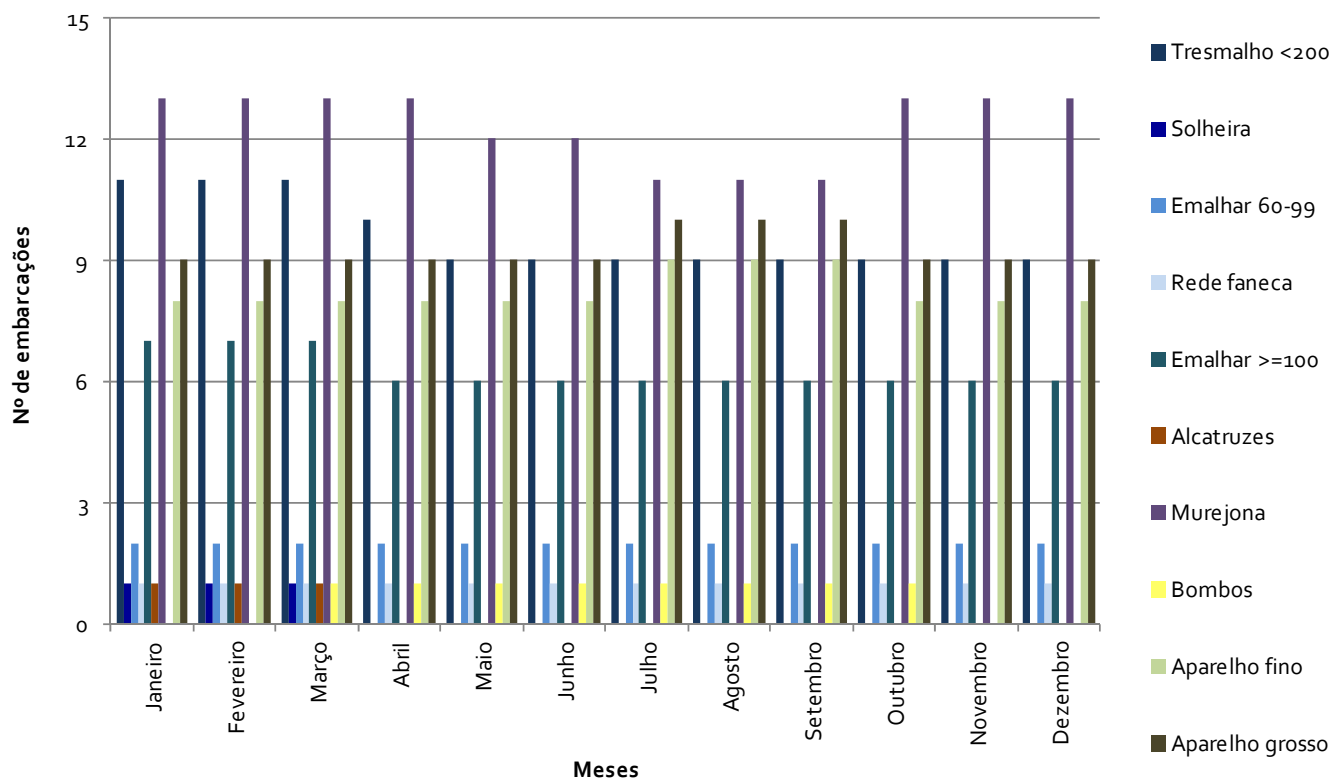
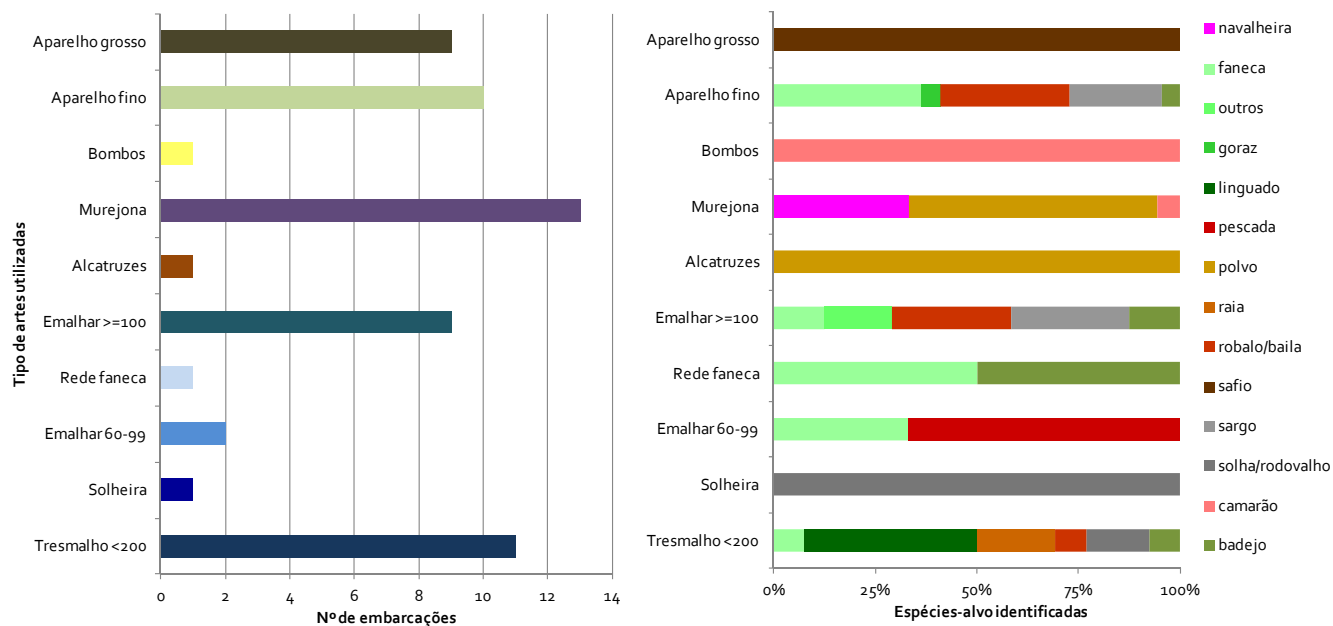


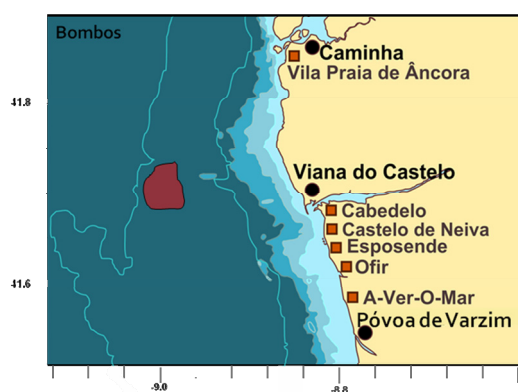
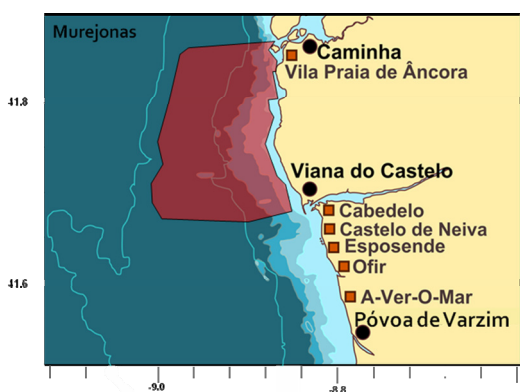
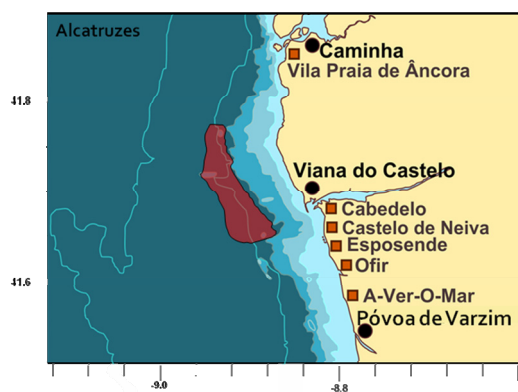
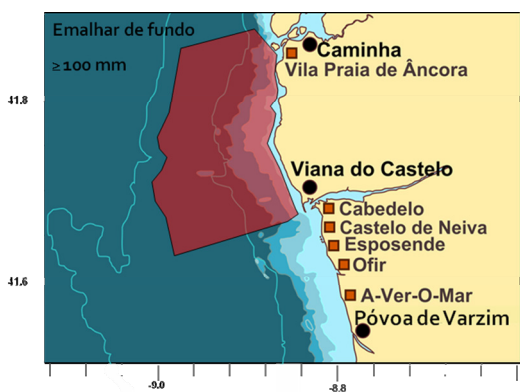
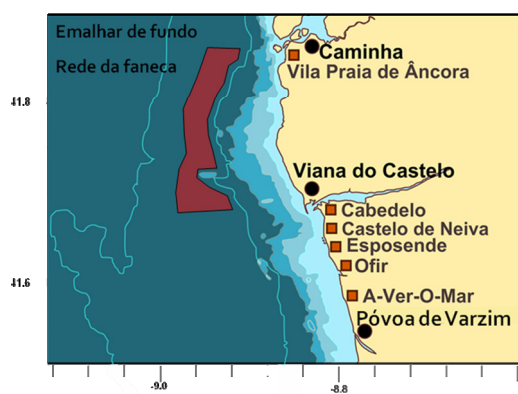
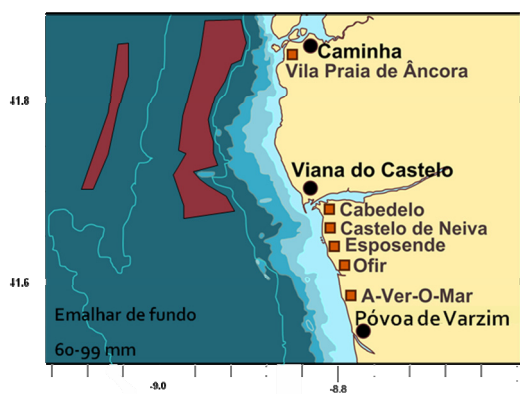
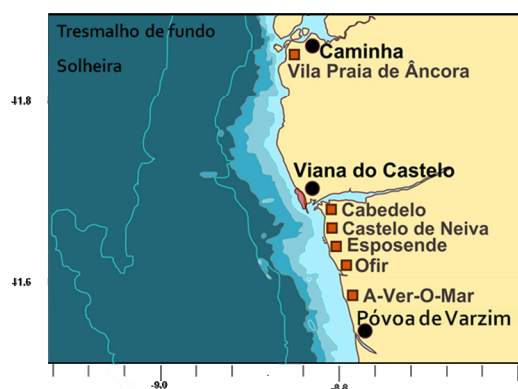
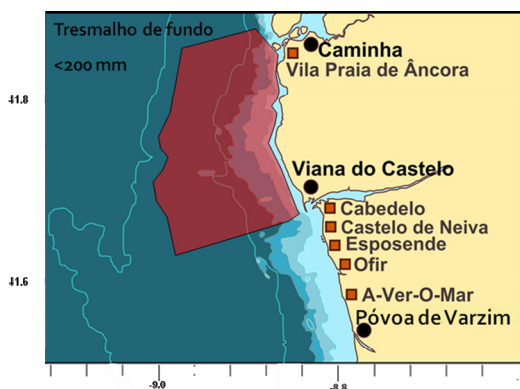


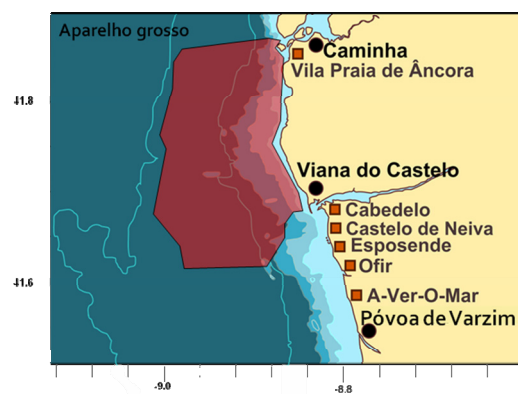
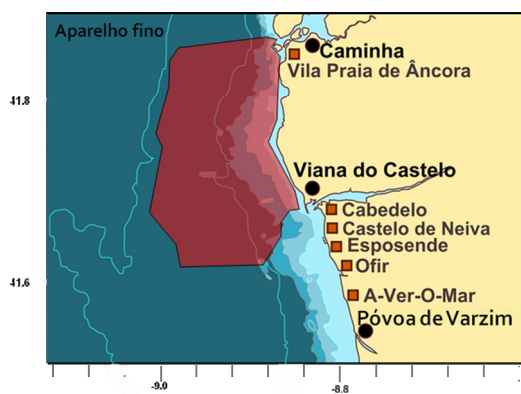
Viana do Castelo

N.º de inquéritos: 14



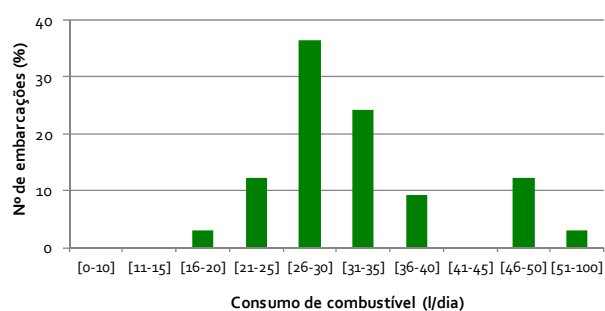
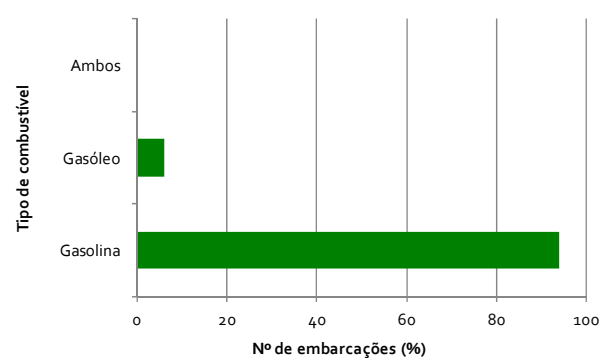
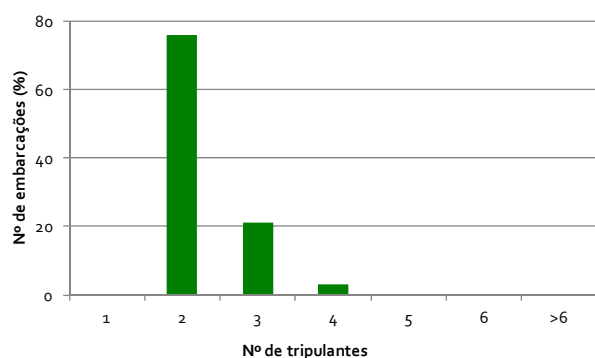
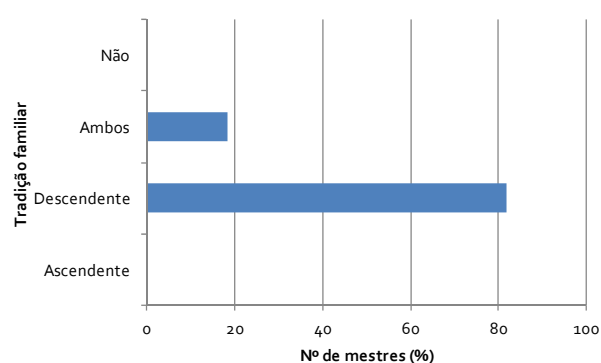
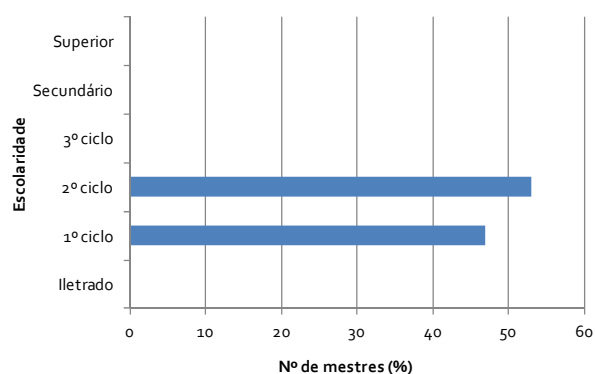
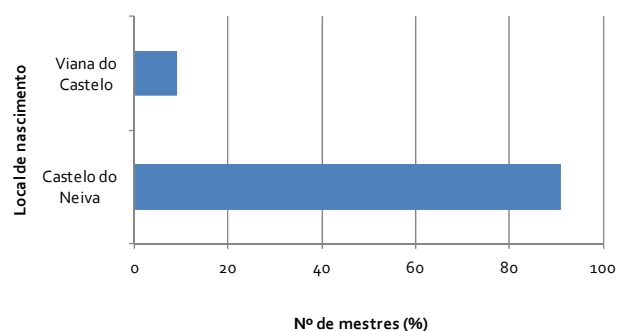
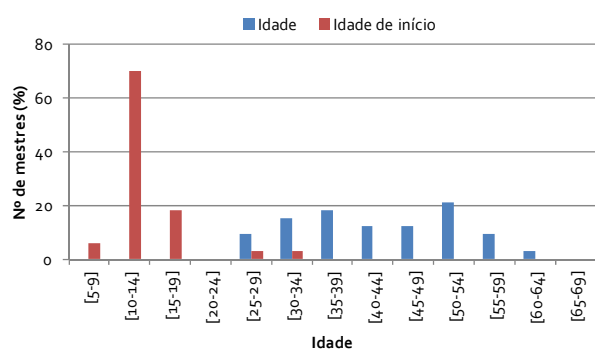
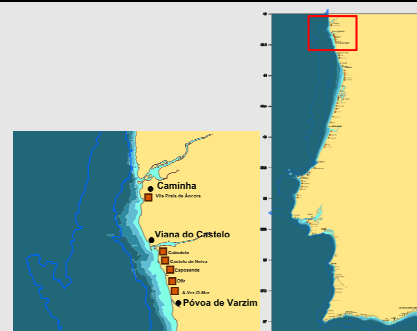


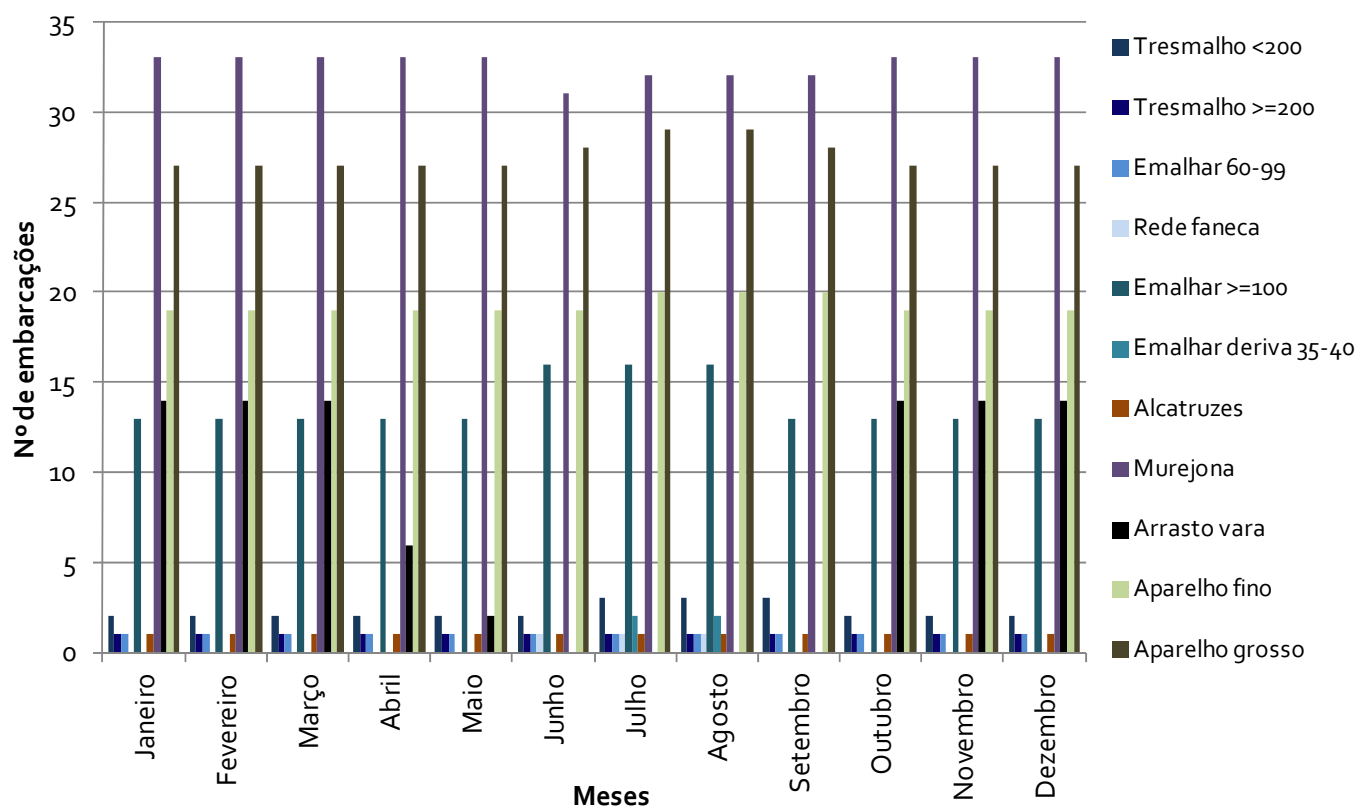
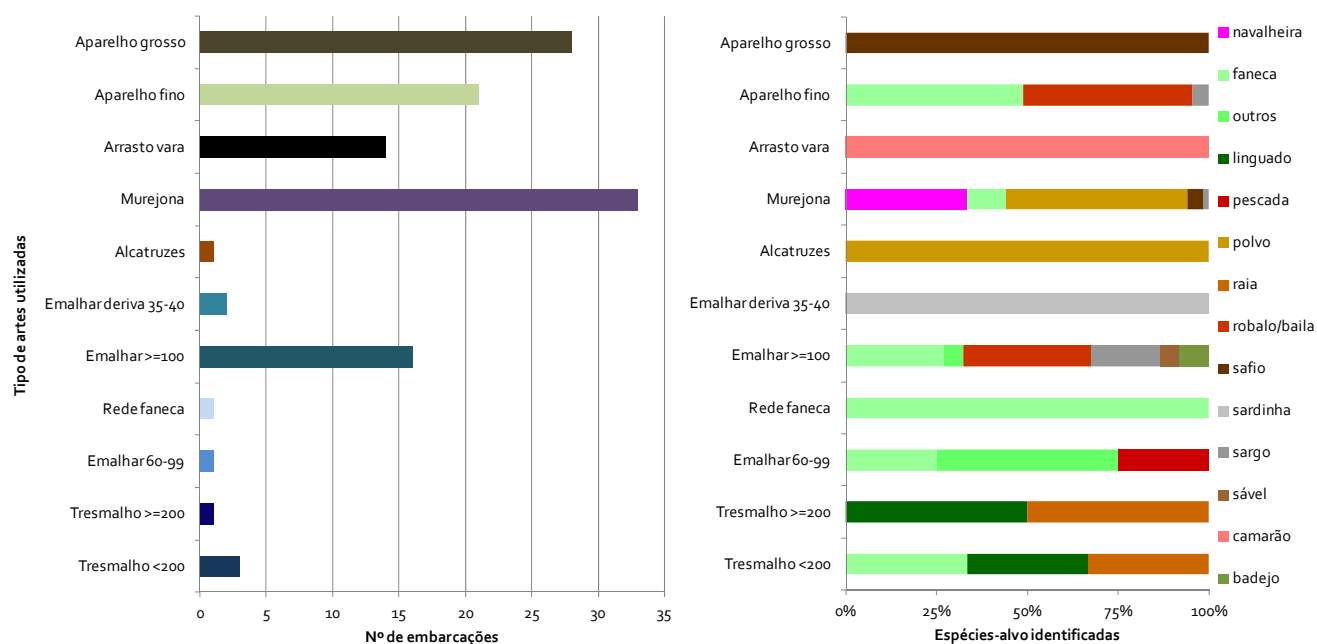


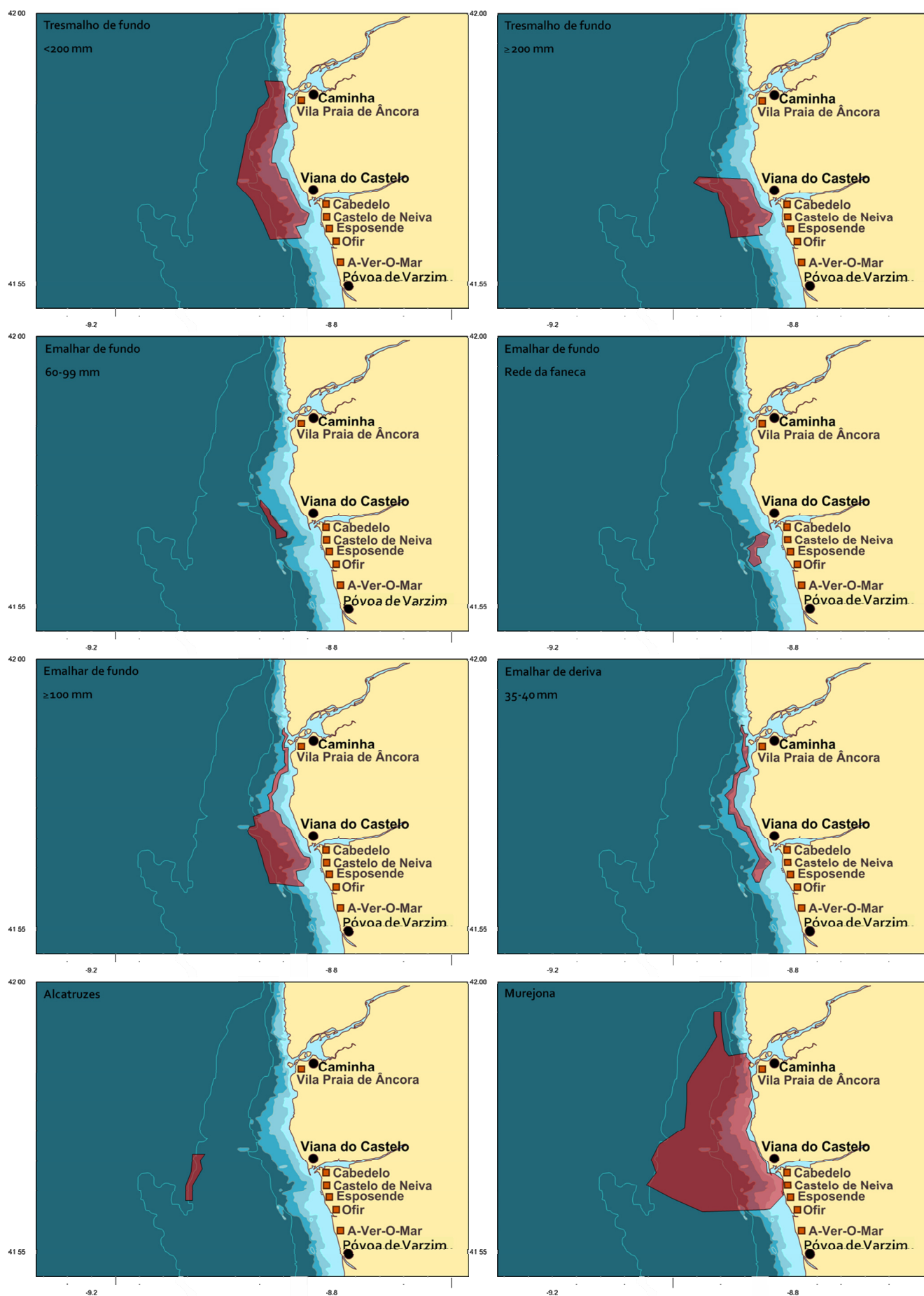


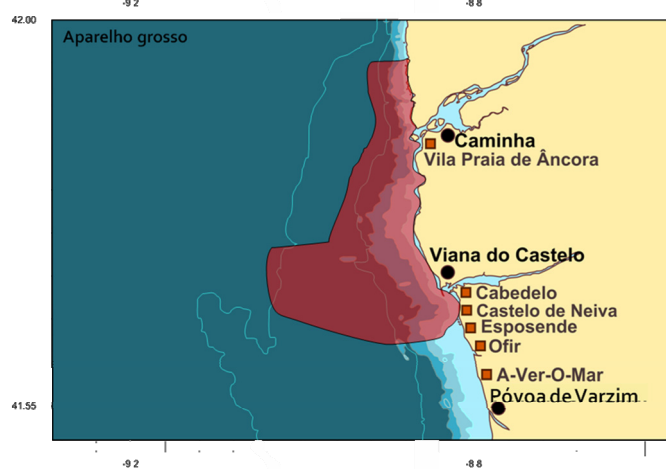
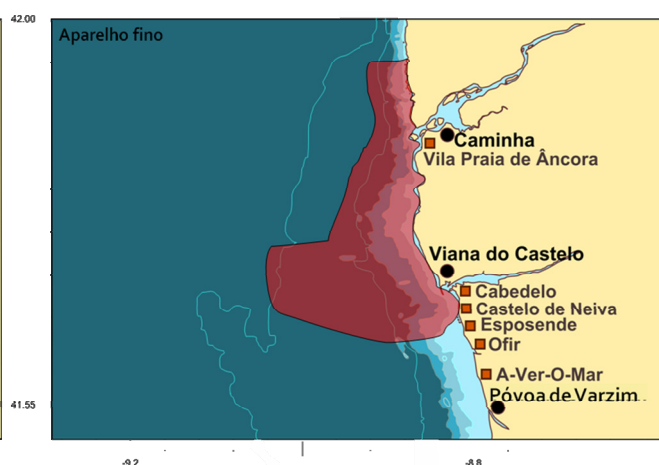
Castelo do Neiva

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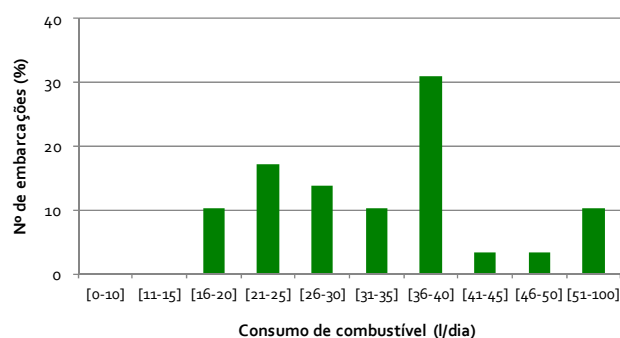
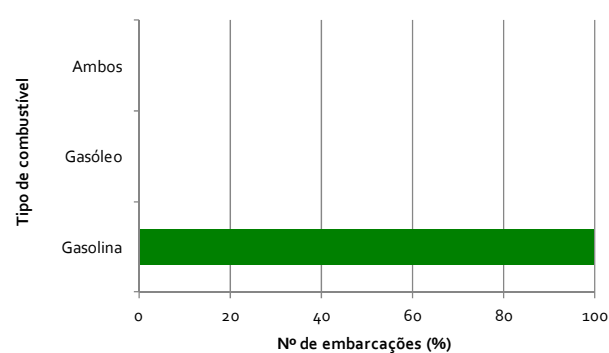
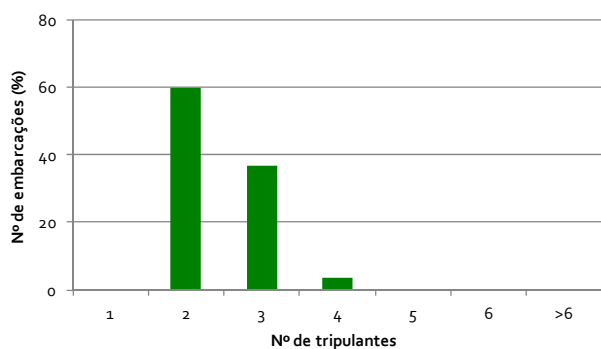
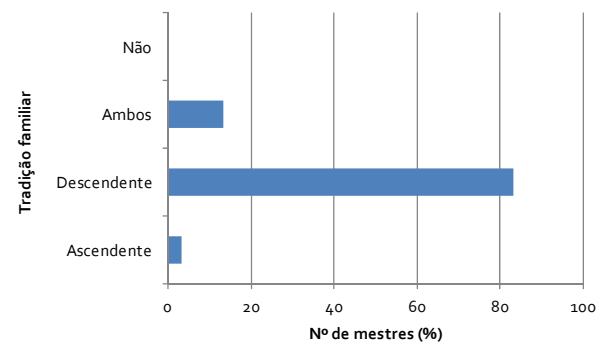
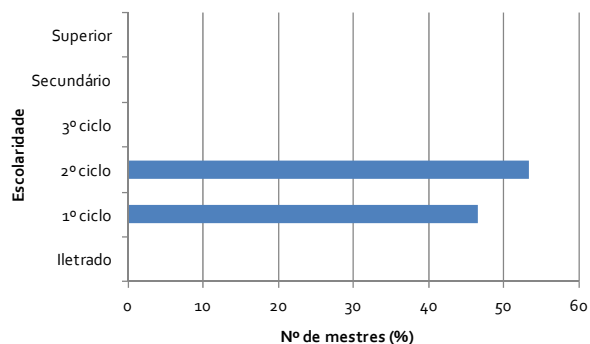
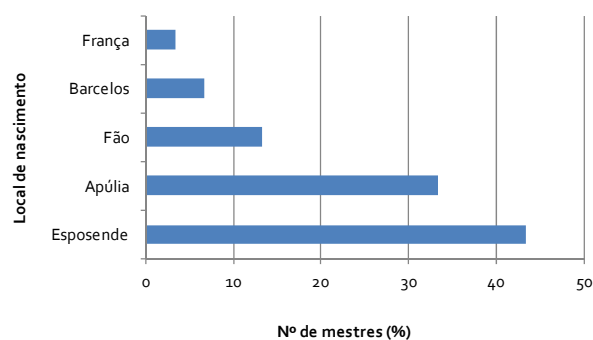
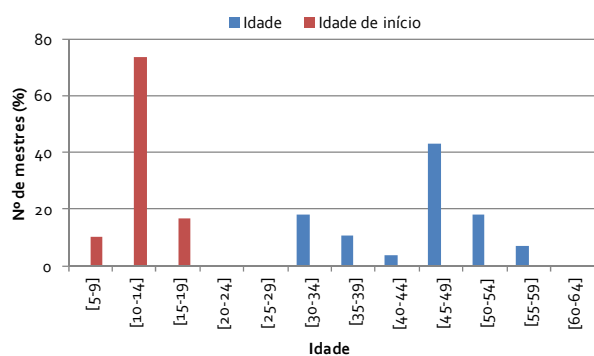
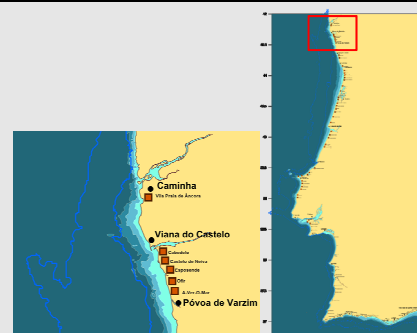


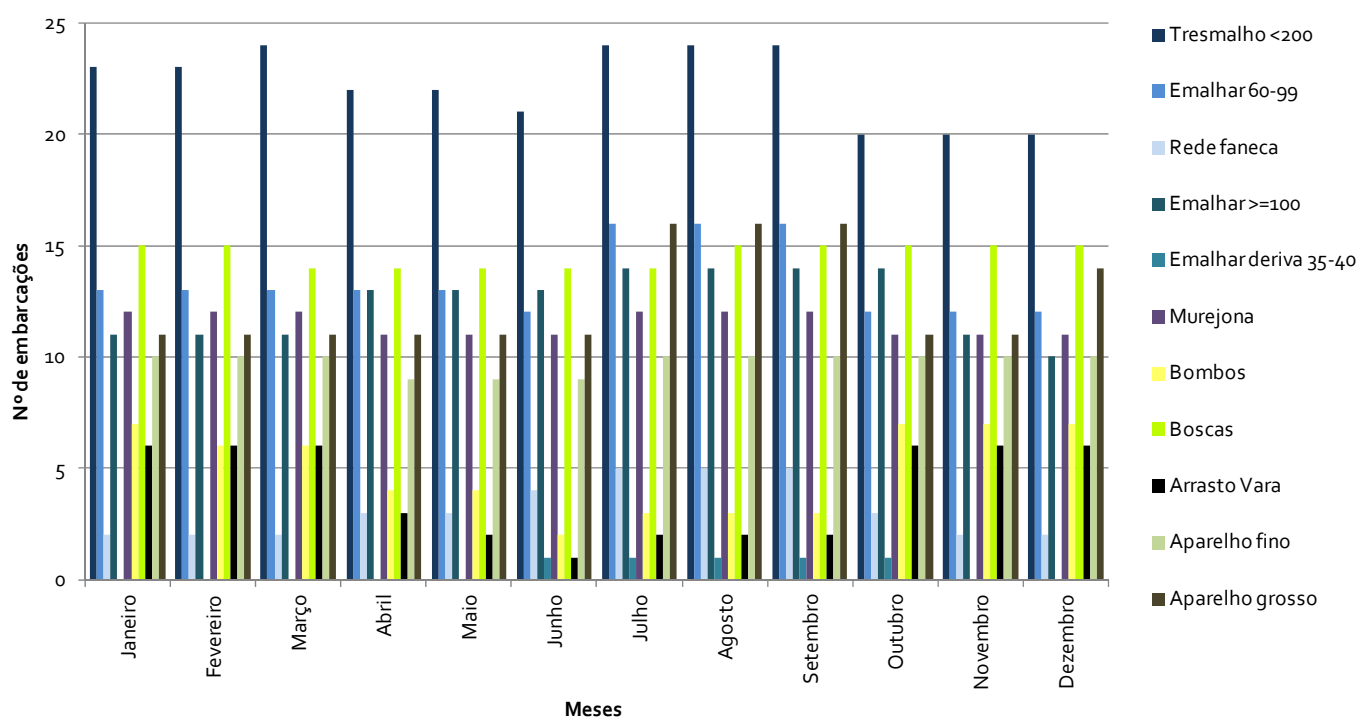
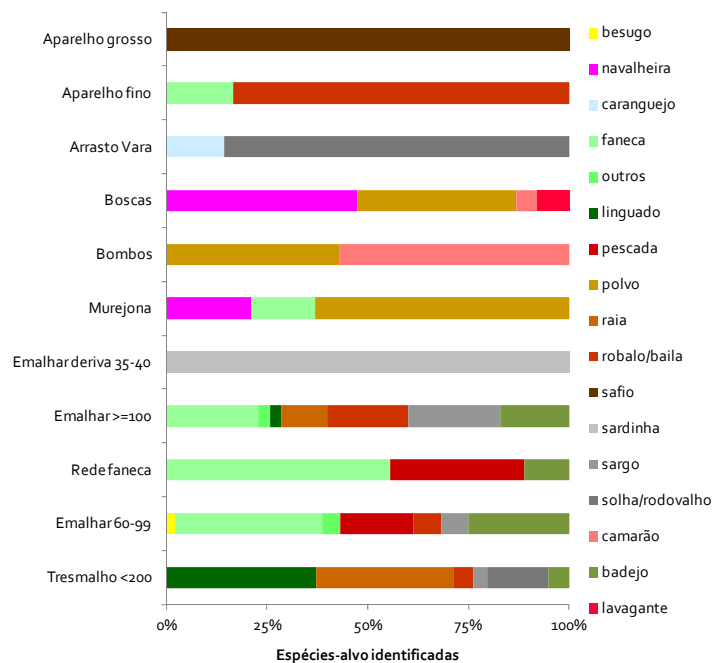
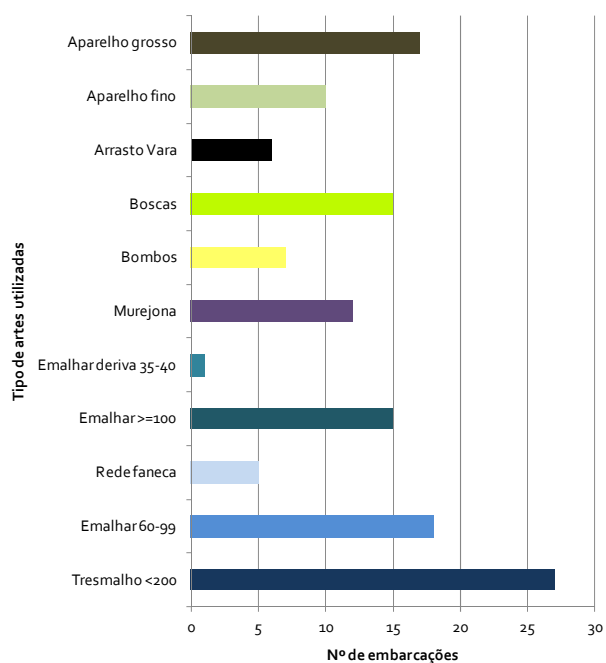


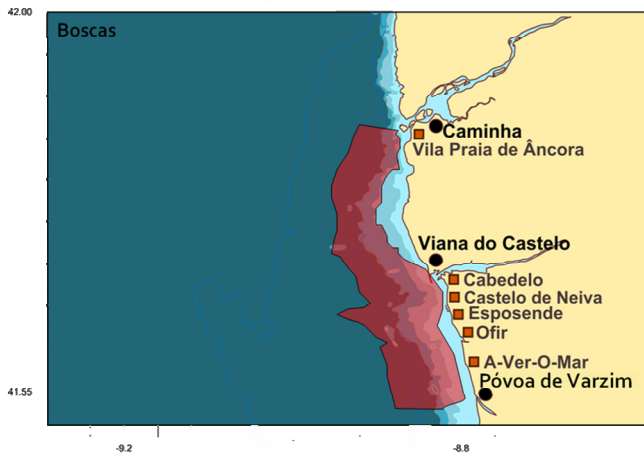
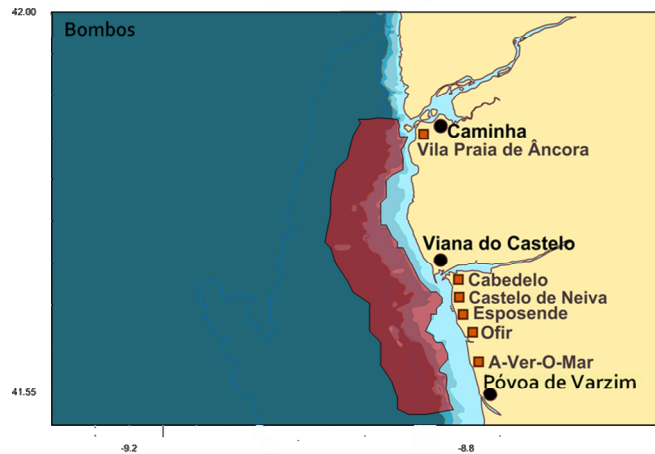
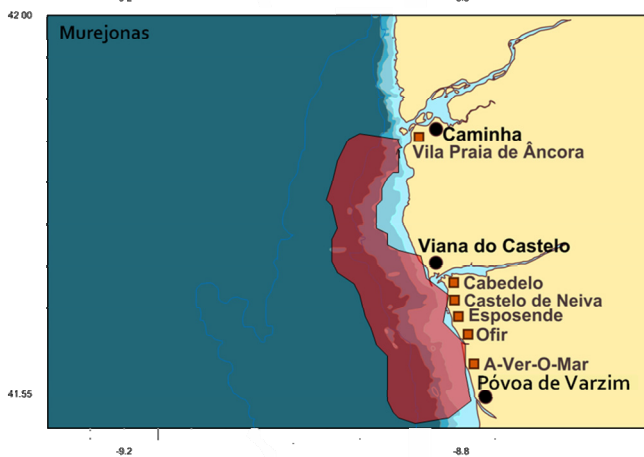
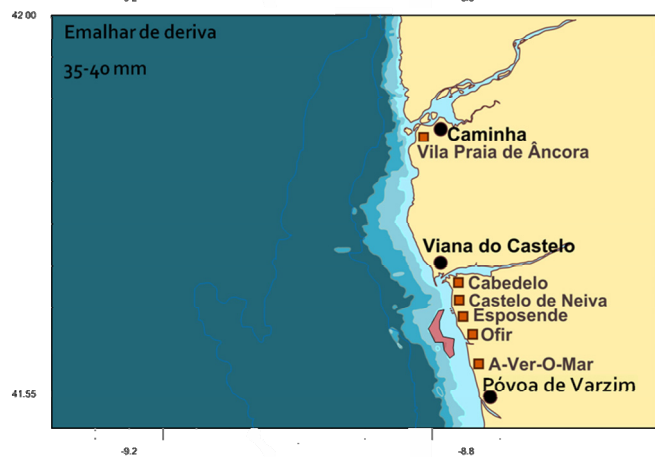
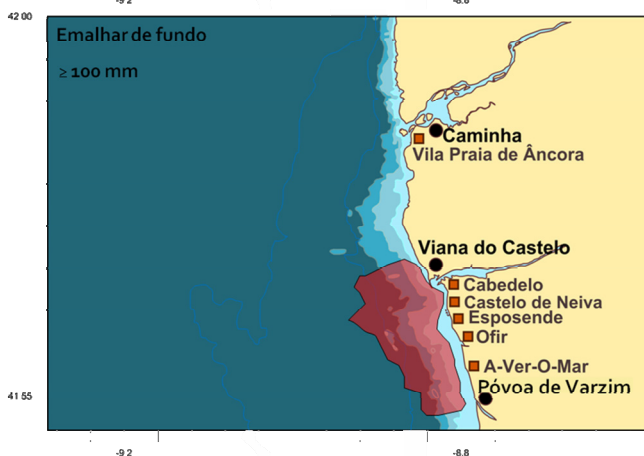
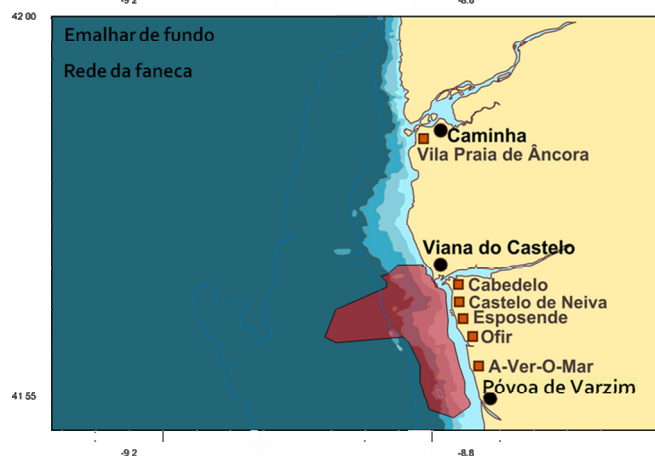
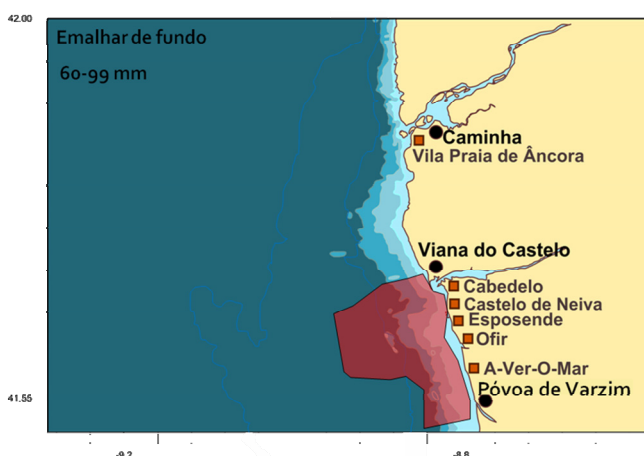
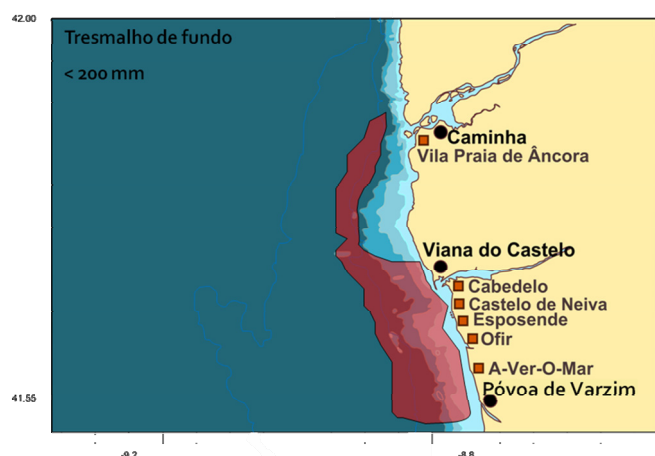


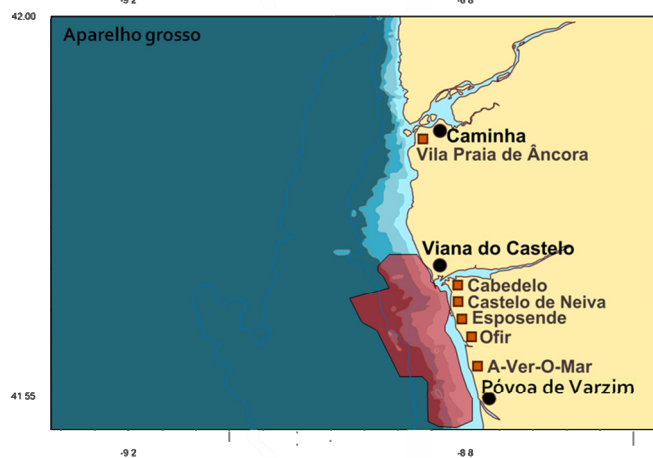
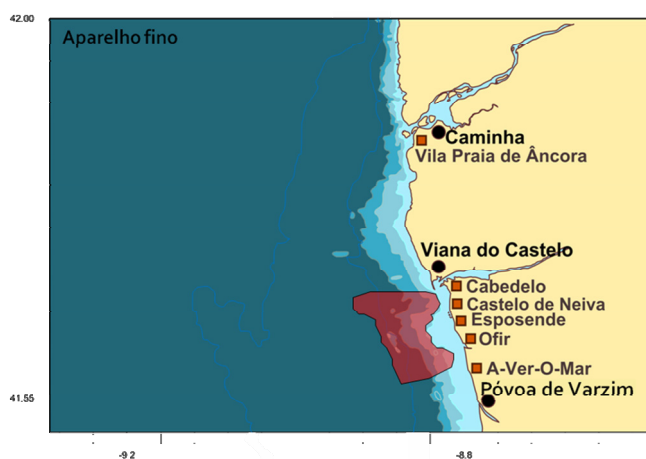
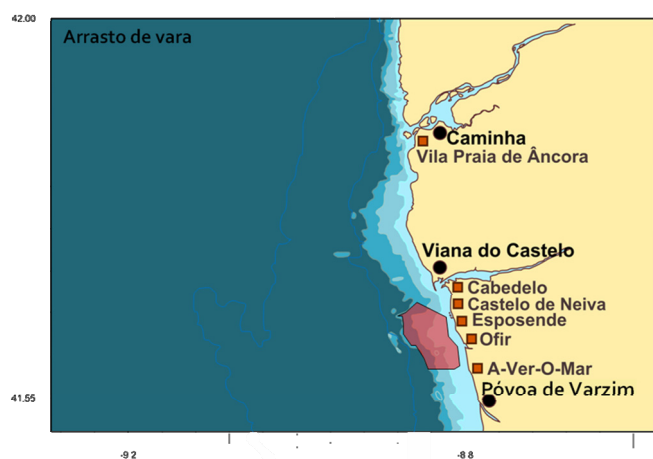
Esposende, Apúlia (Cedovém)

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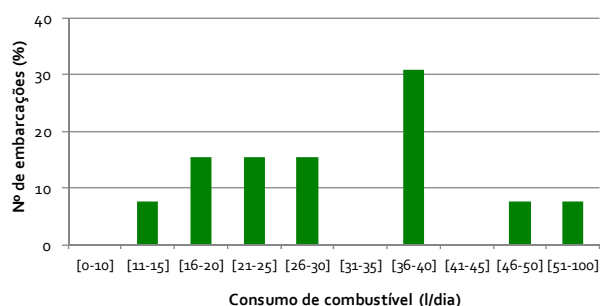
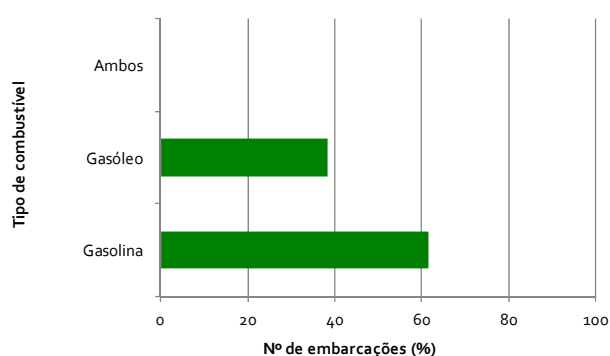
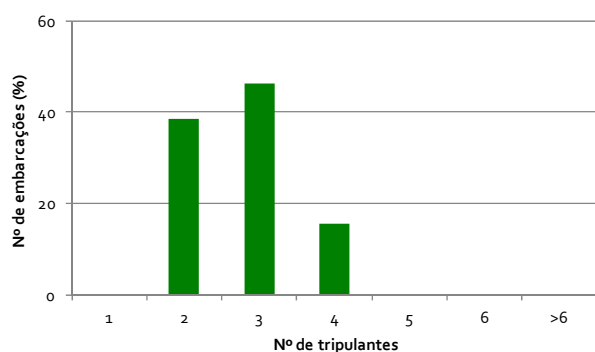
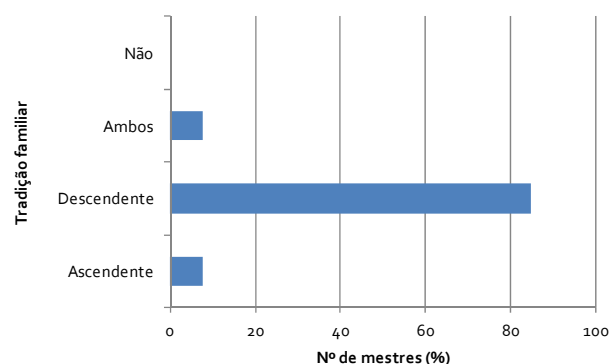
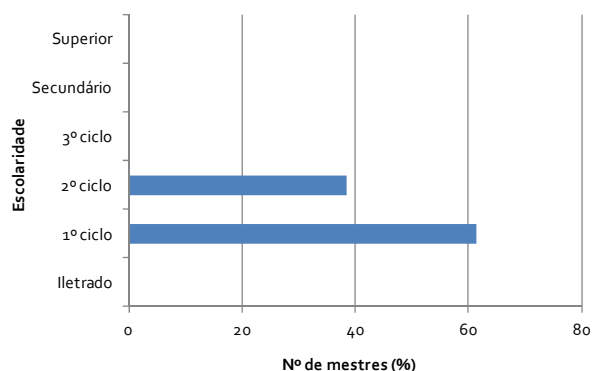
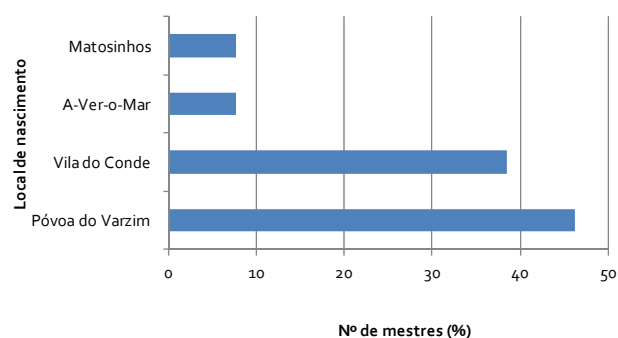
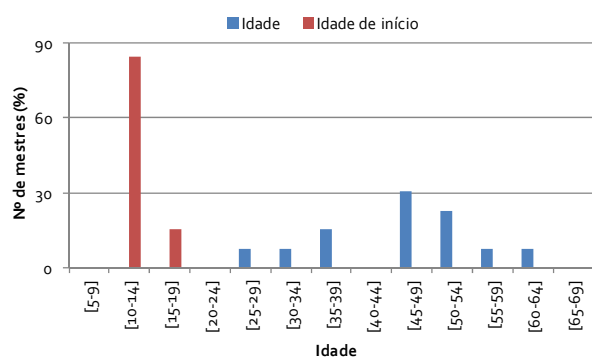
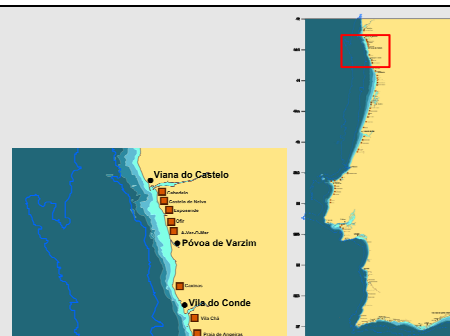


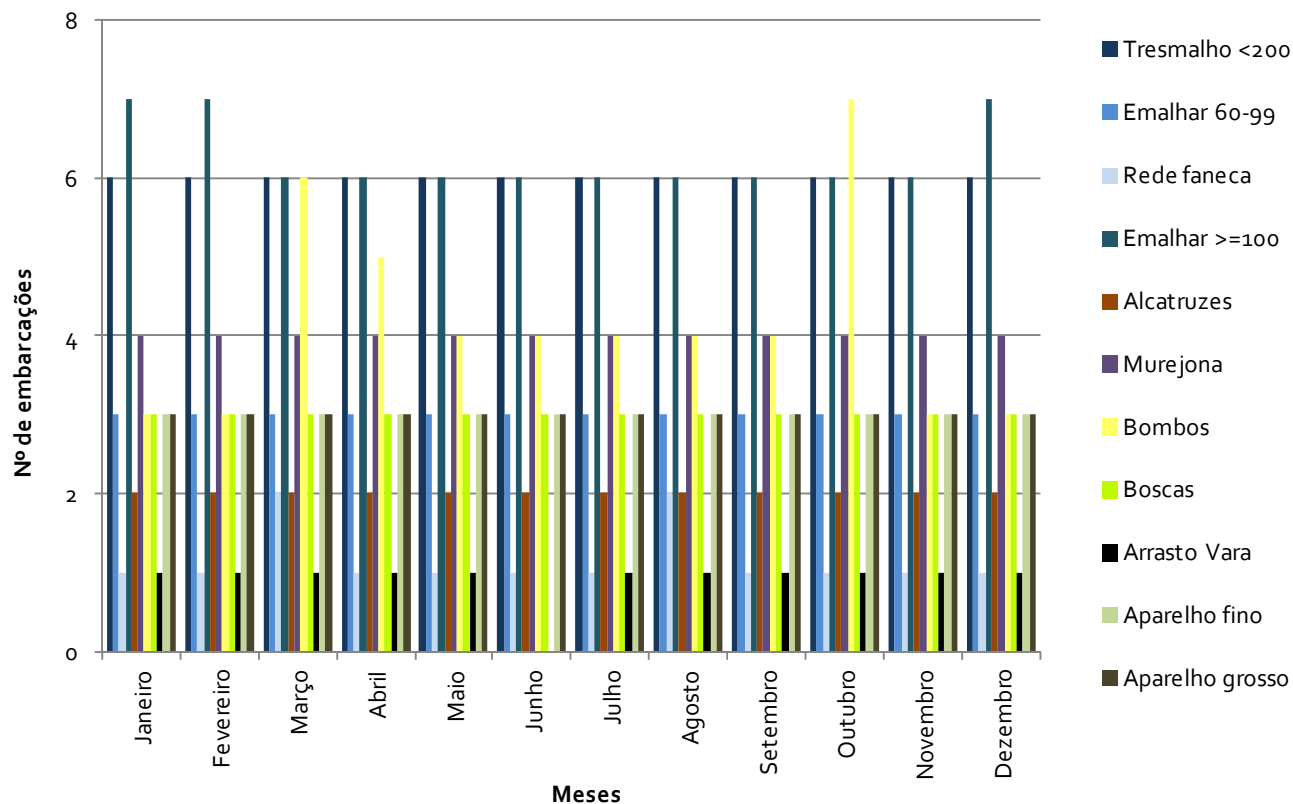
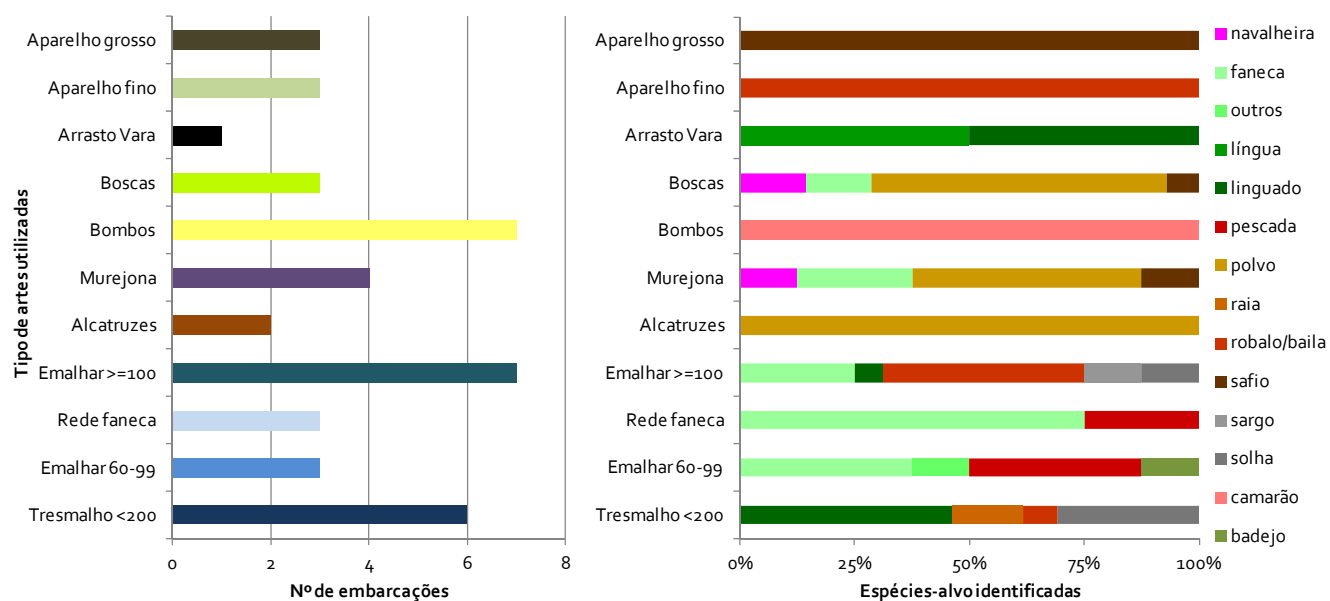


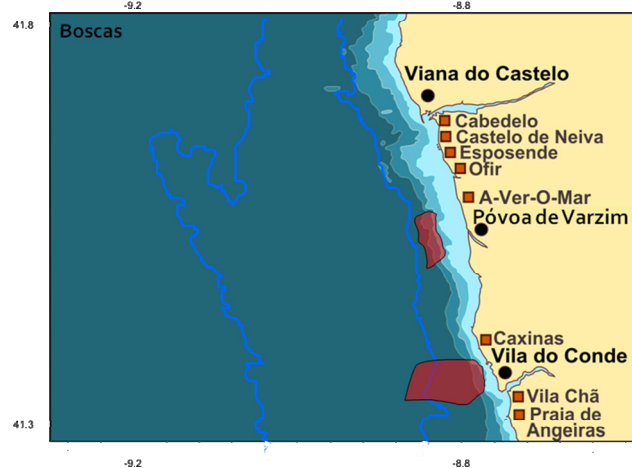
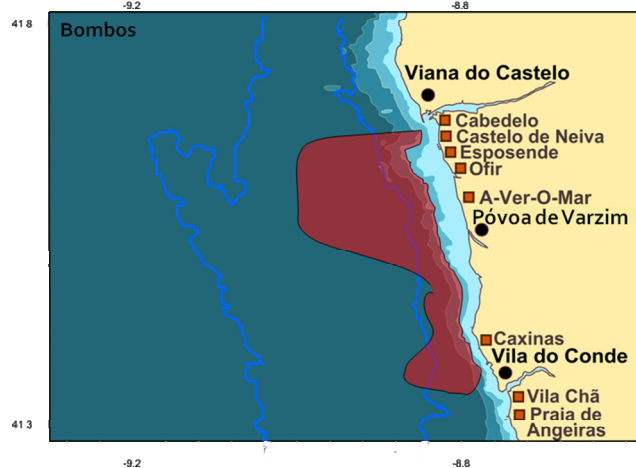
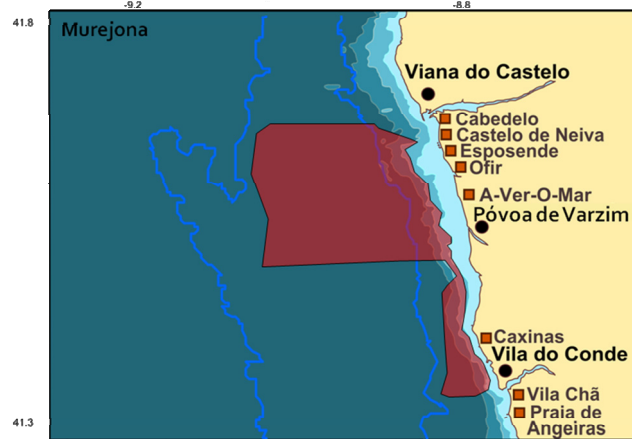
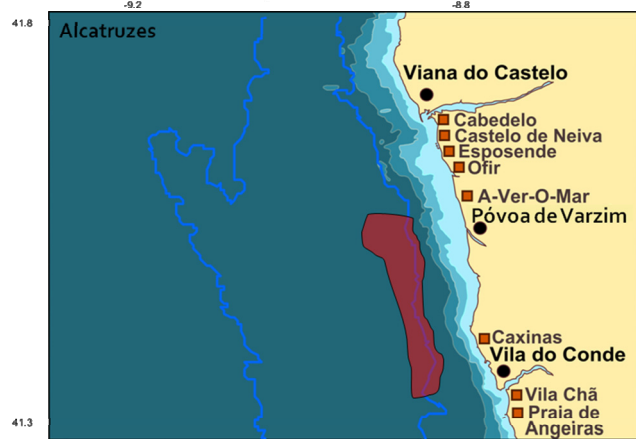
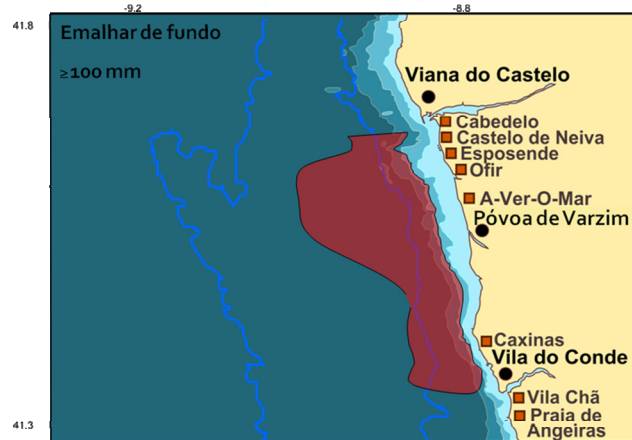
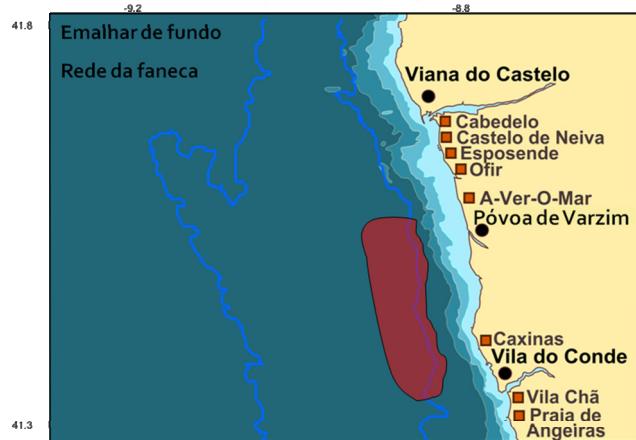
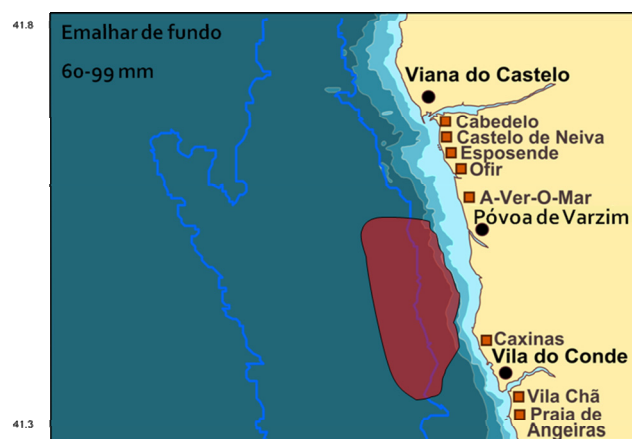
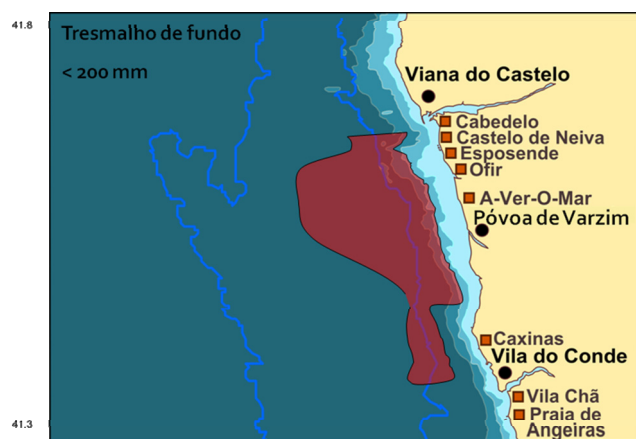


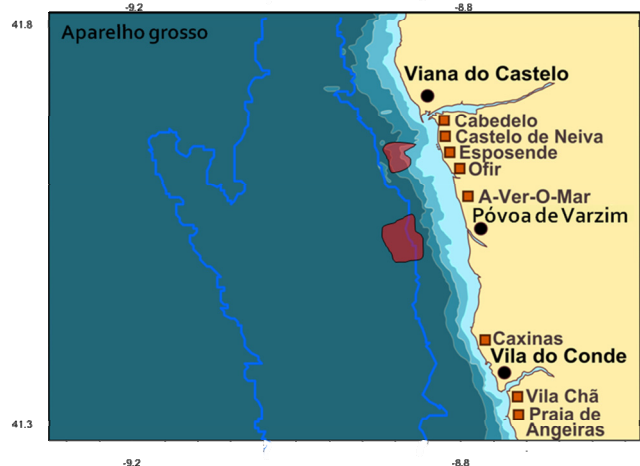
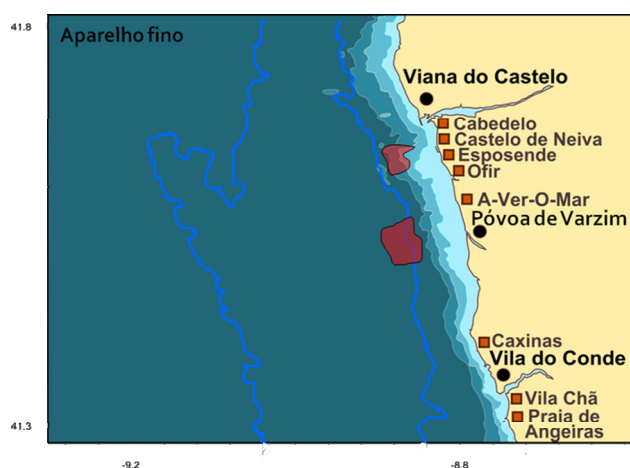
Póvoa de Varzim

N.º de inquéritos: 13



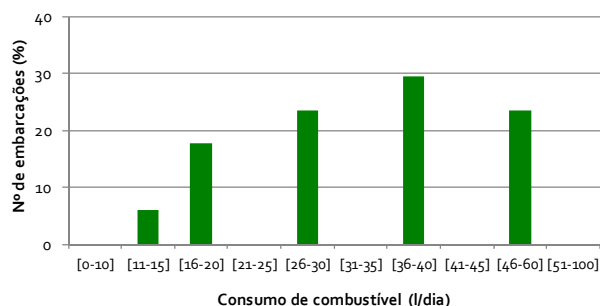
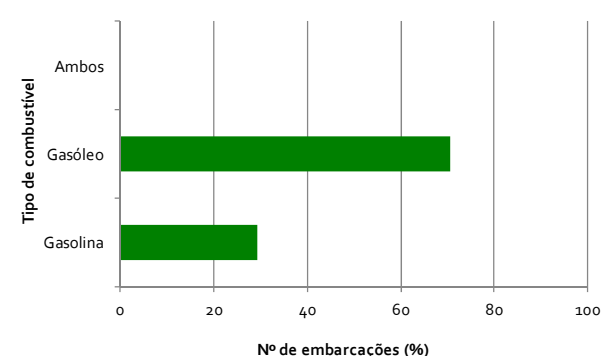
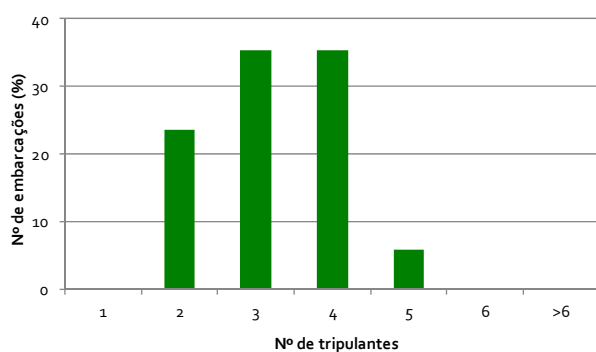
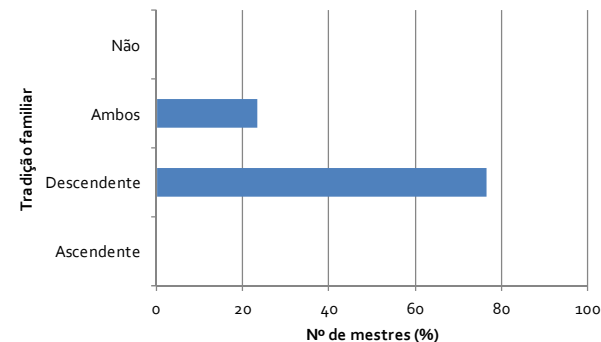
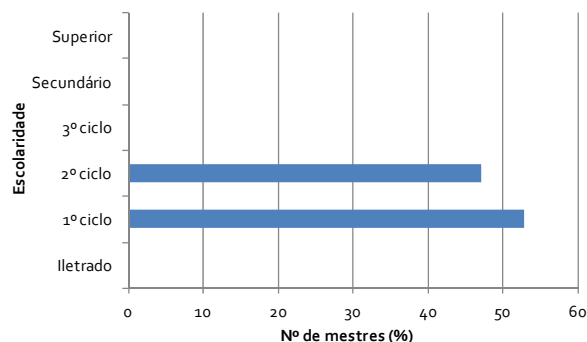
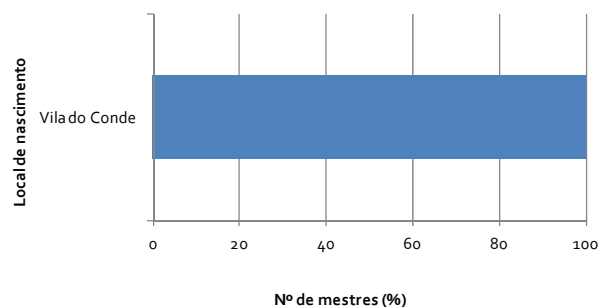
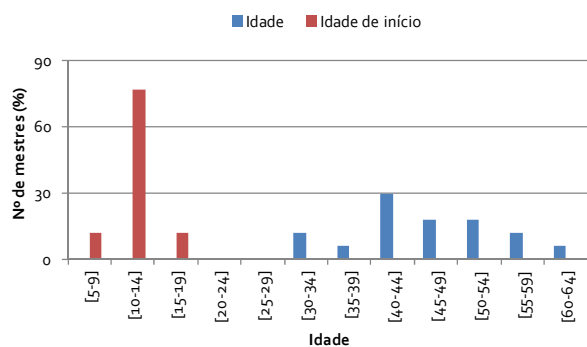
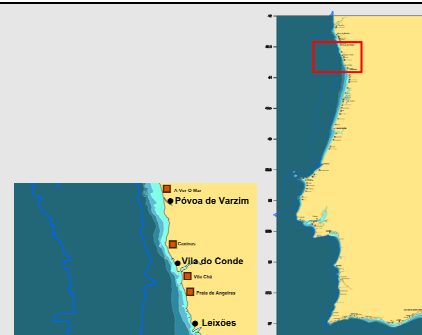


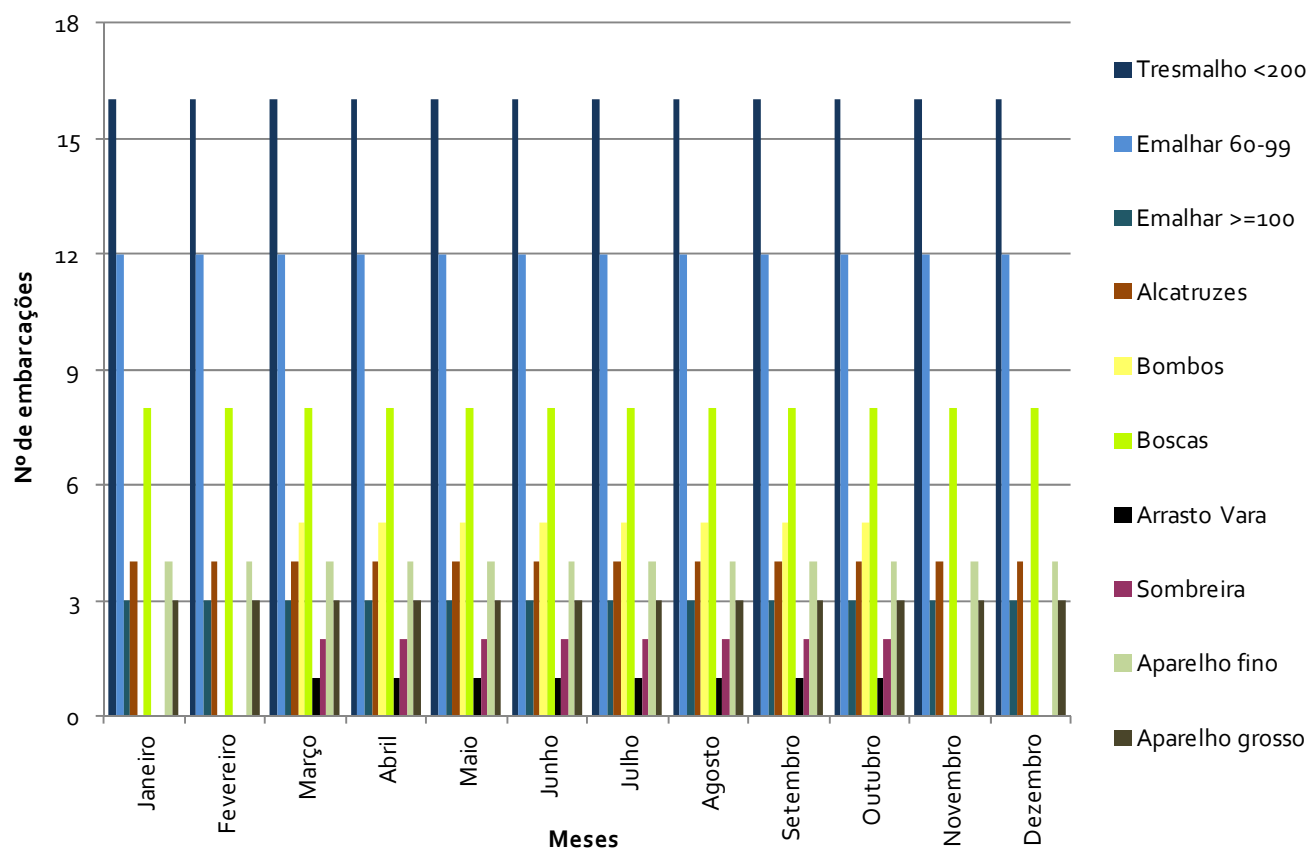
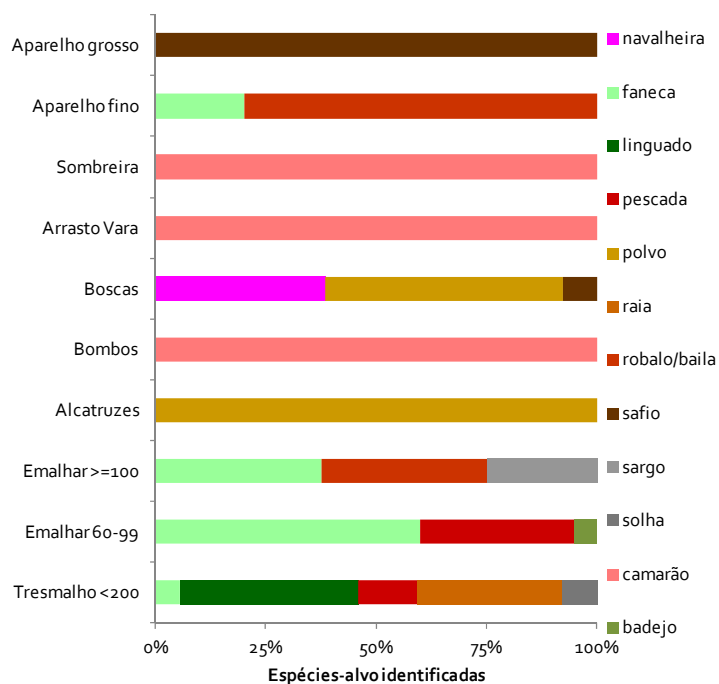
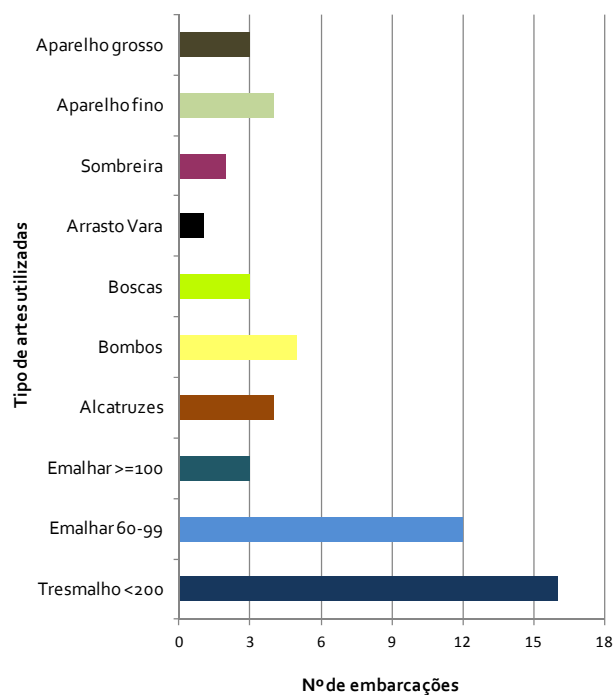


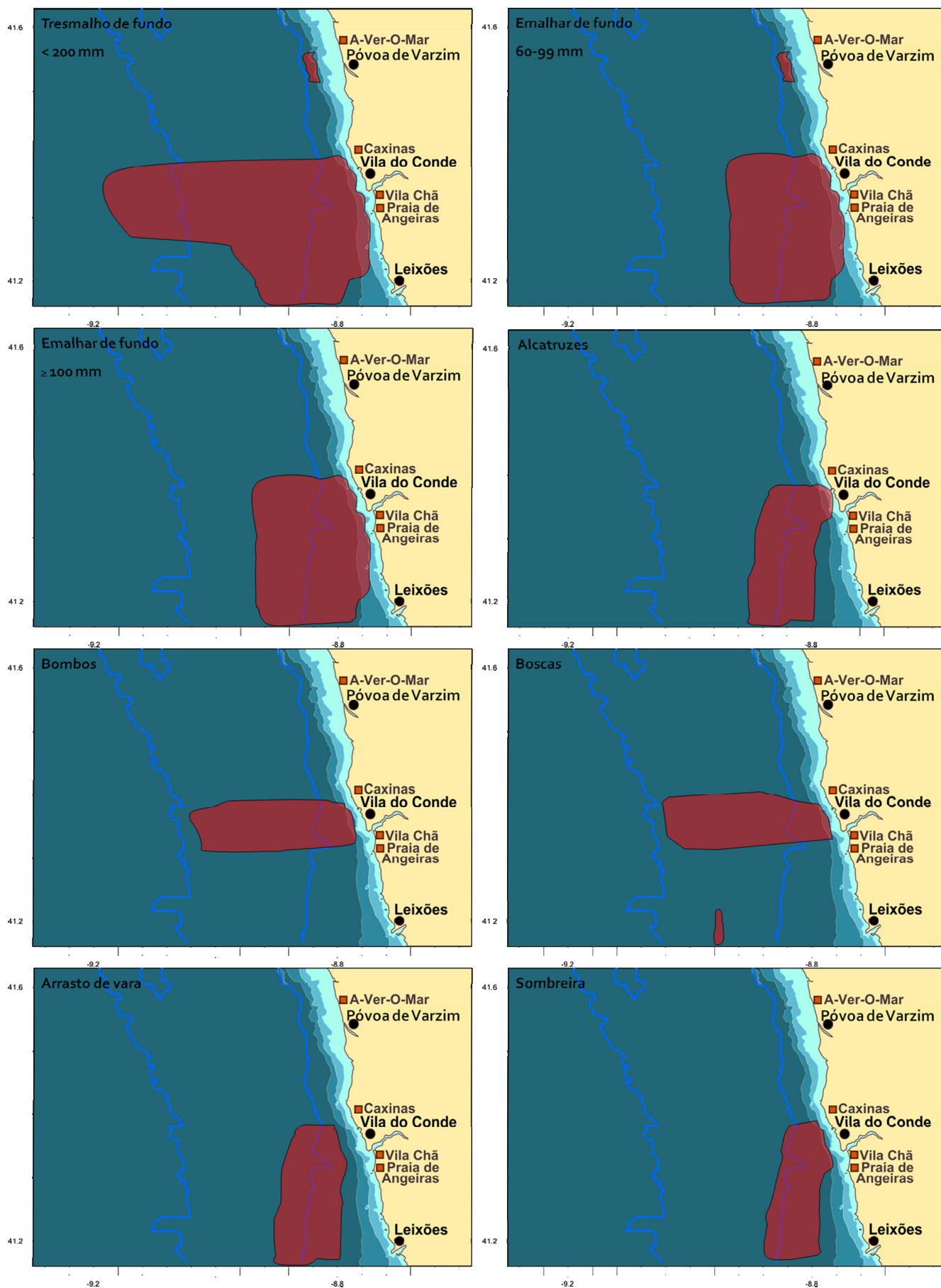


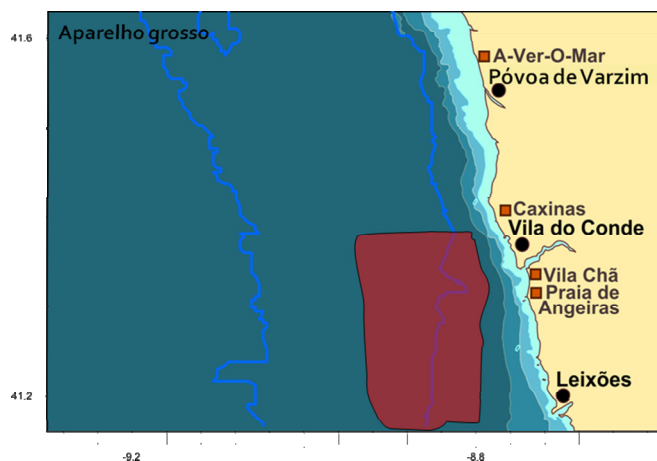
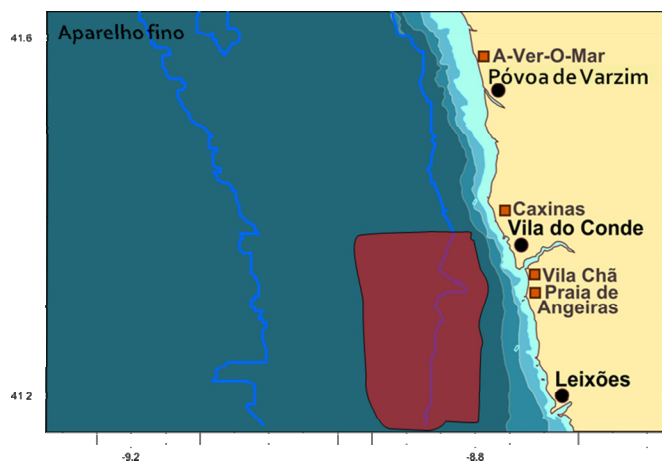
Vila do Conde

N.º de inquéritos: 17



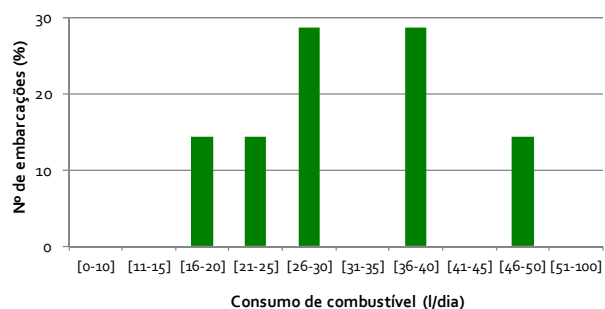
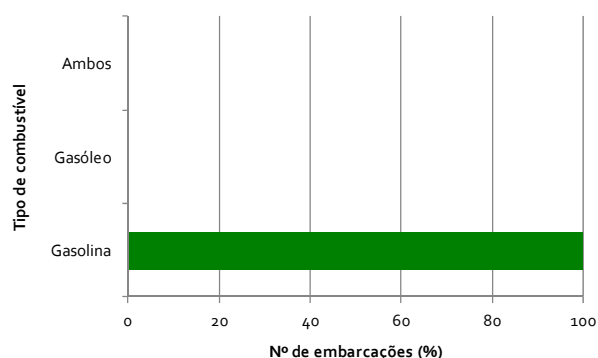
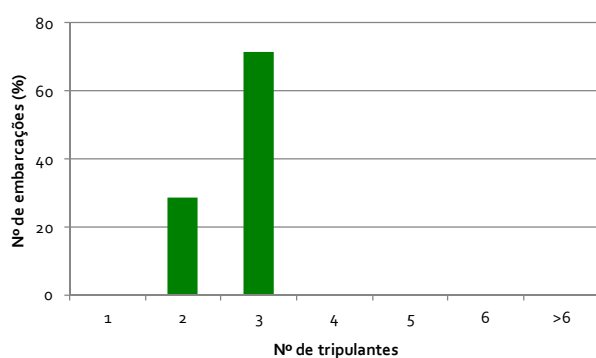
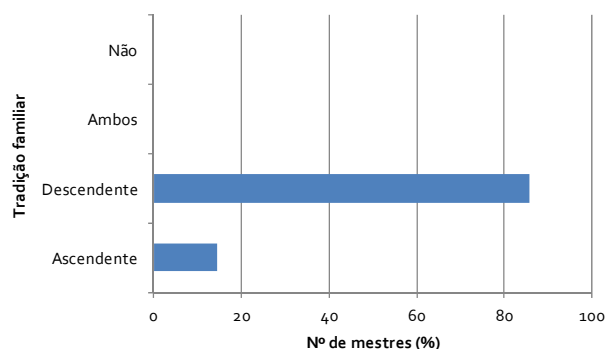
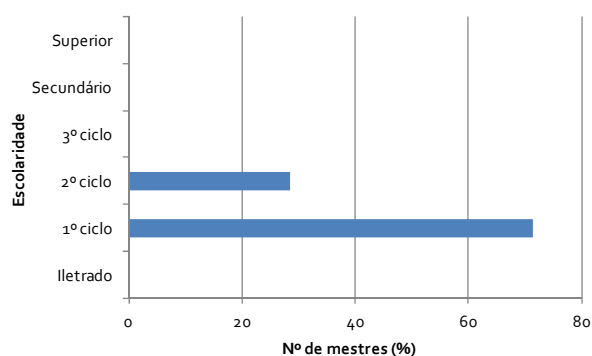
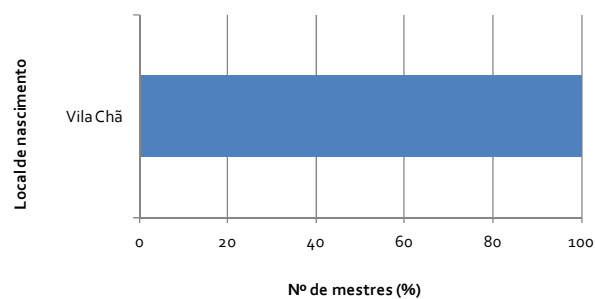
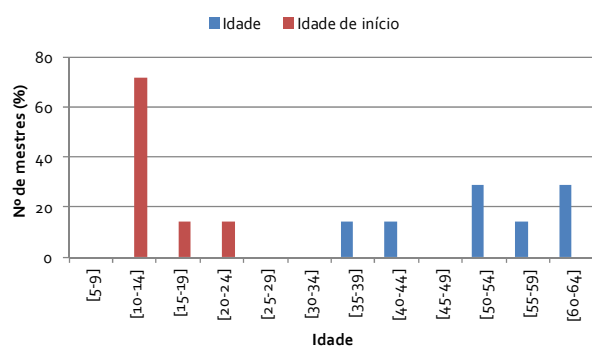
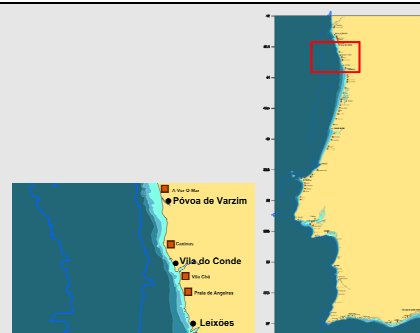


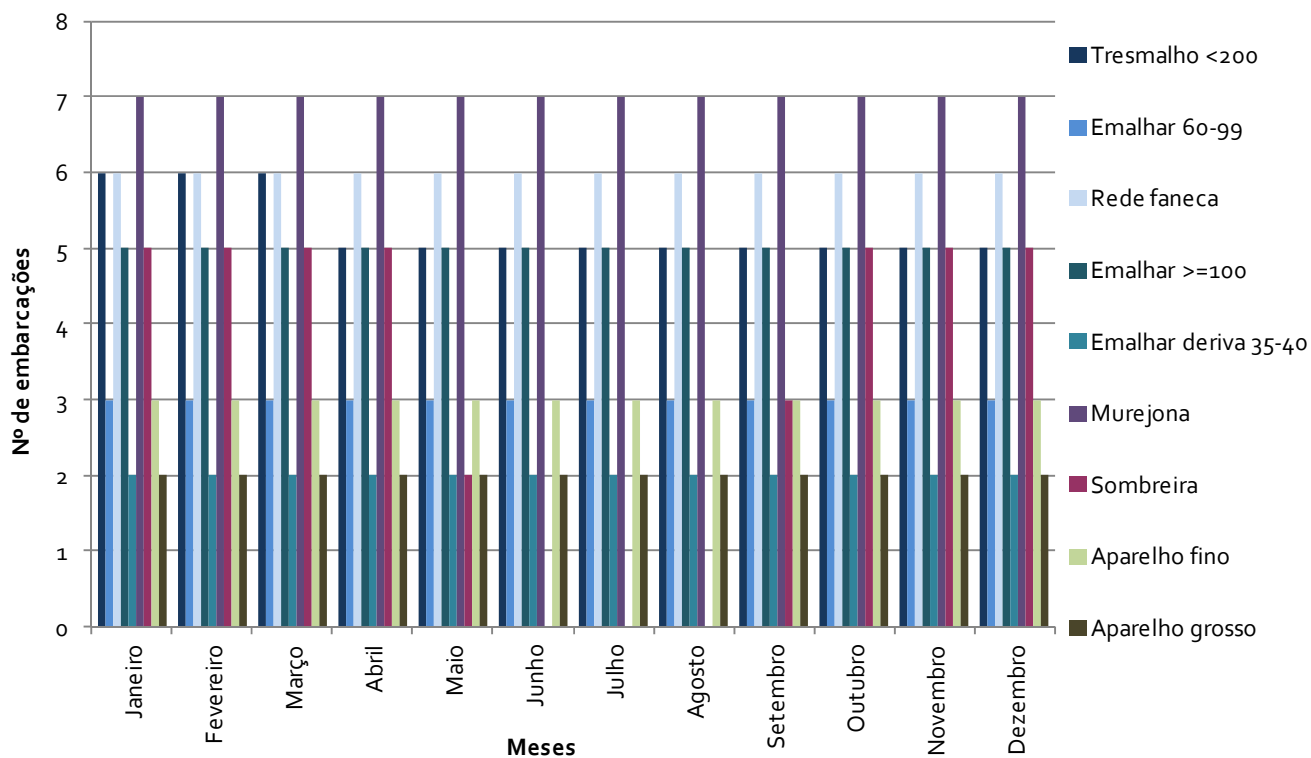
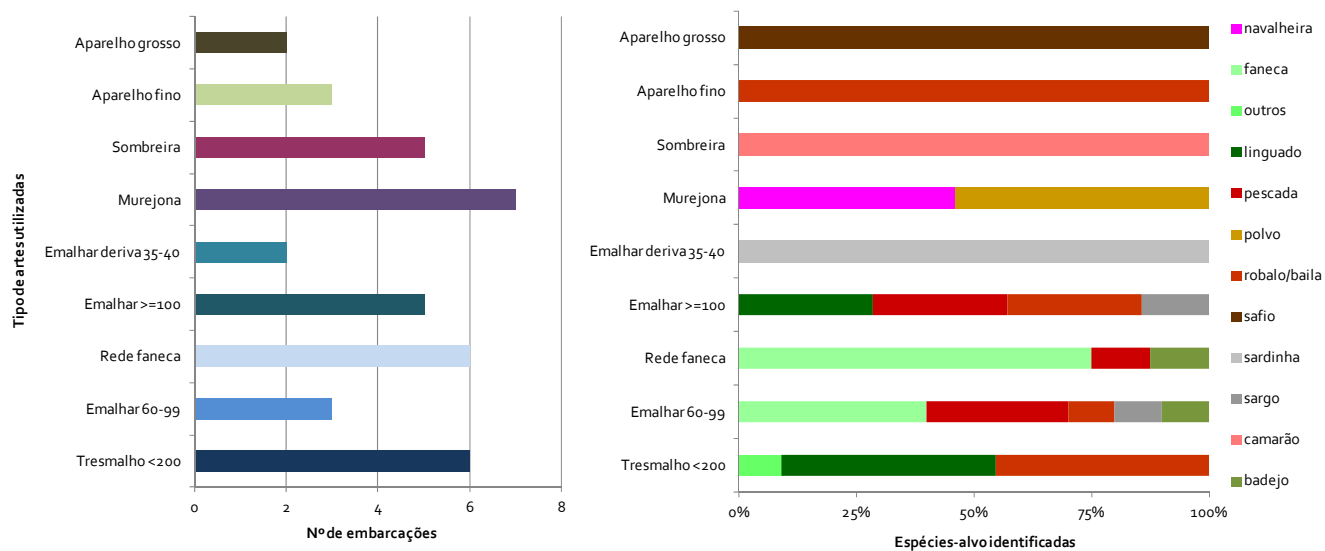


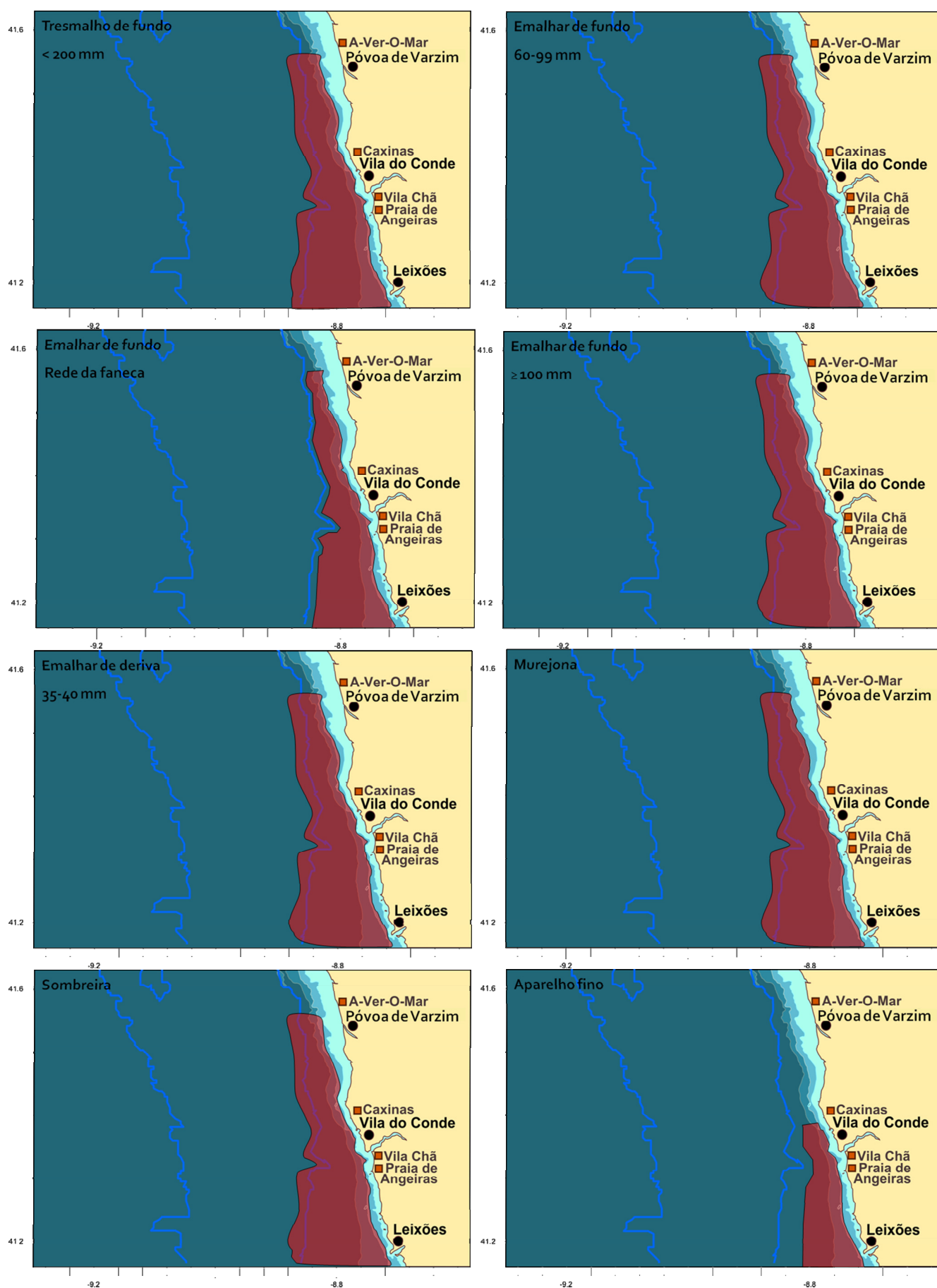


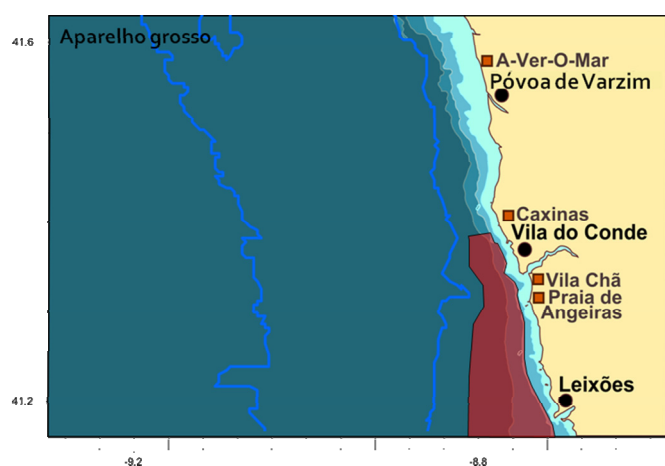
Vila Chã

N.º de inquéritos: 7



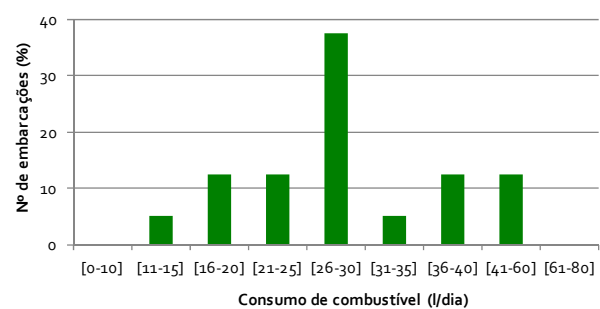
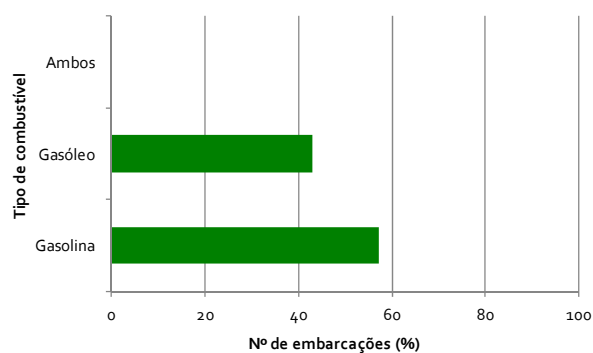
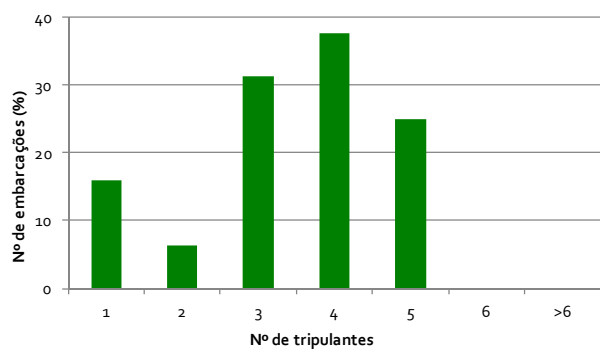
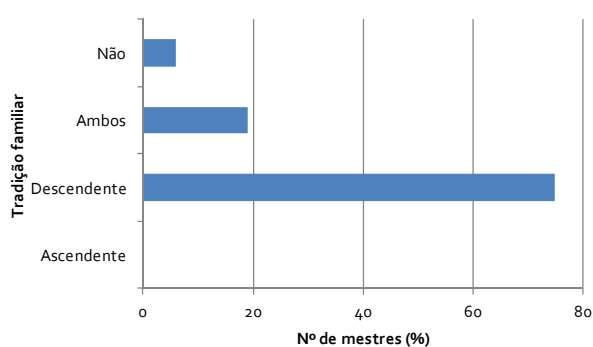
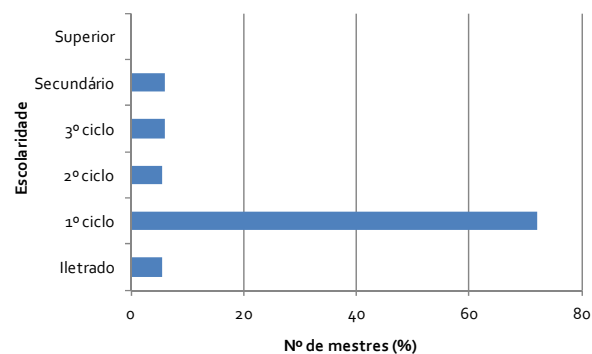
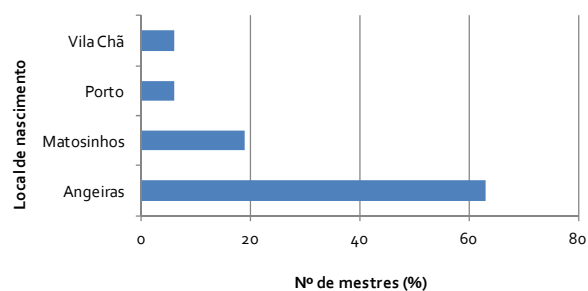
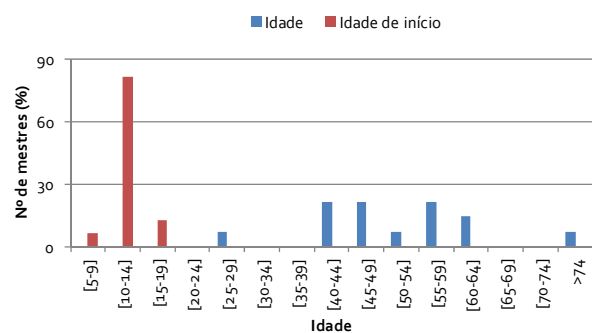
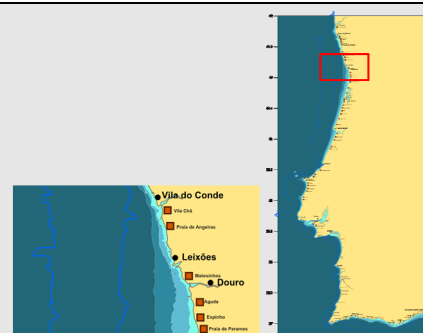


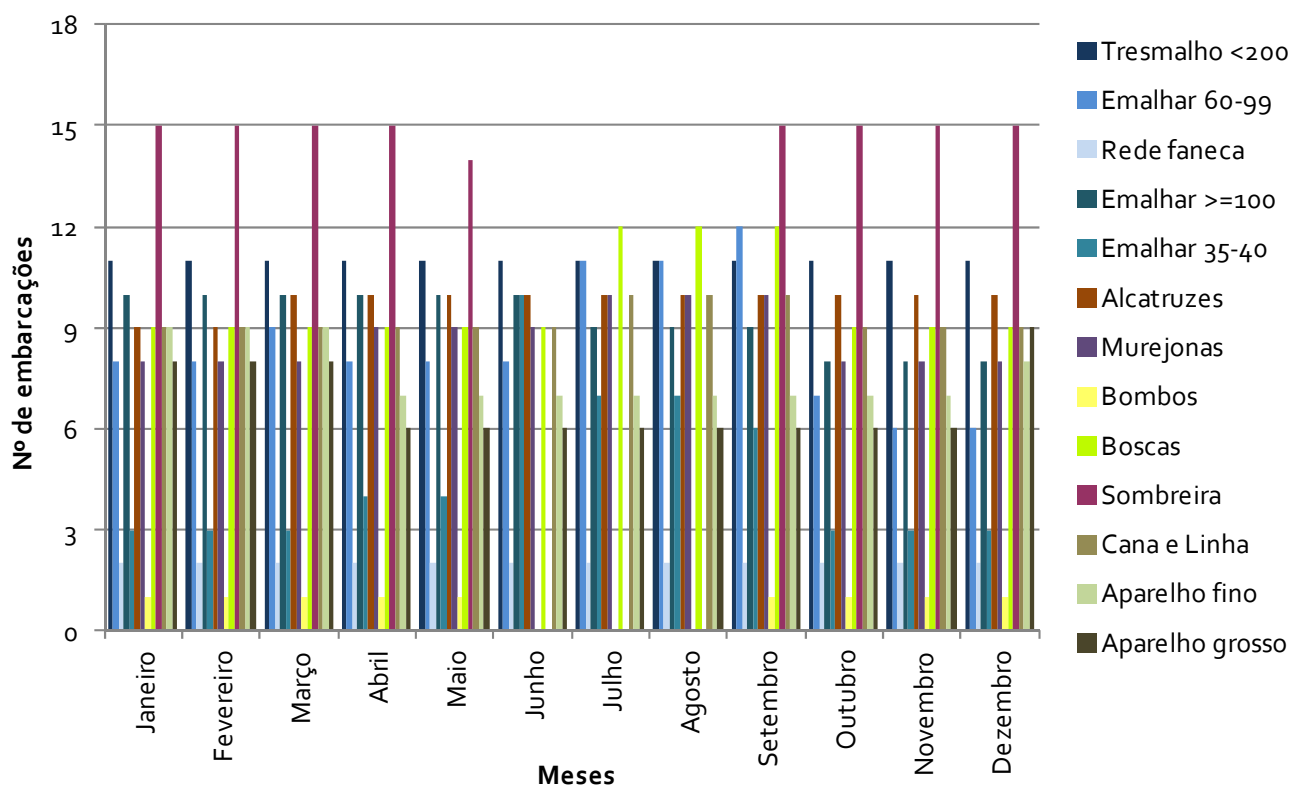
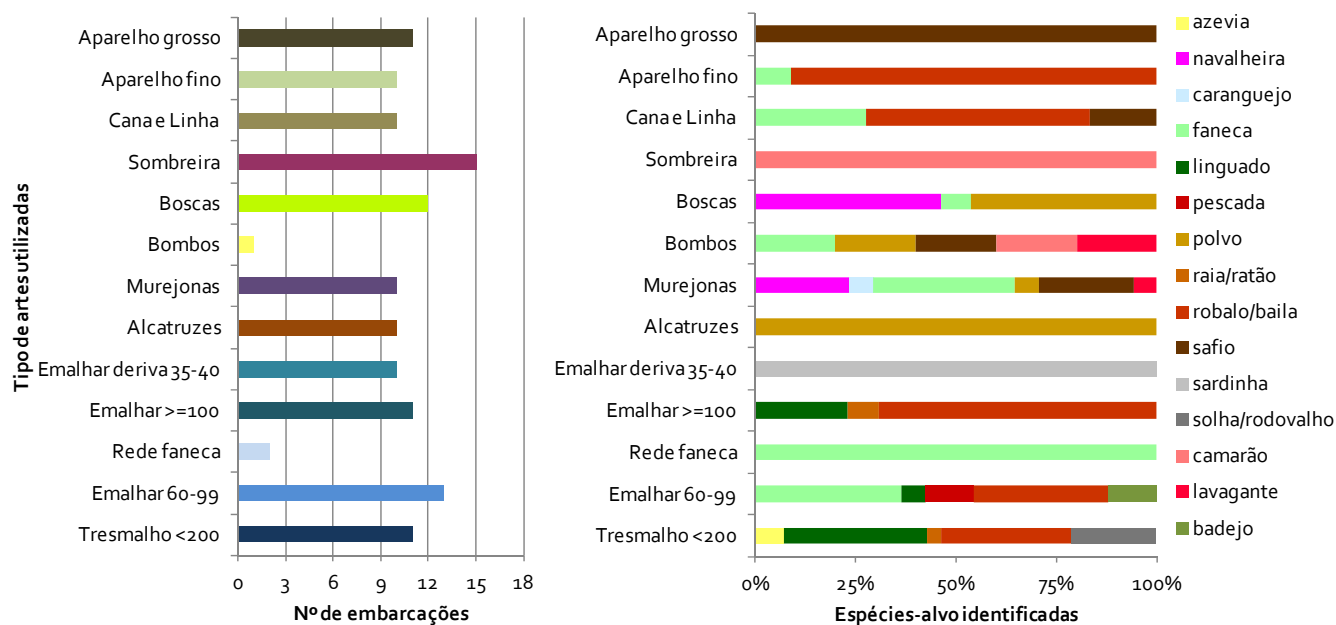


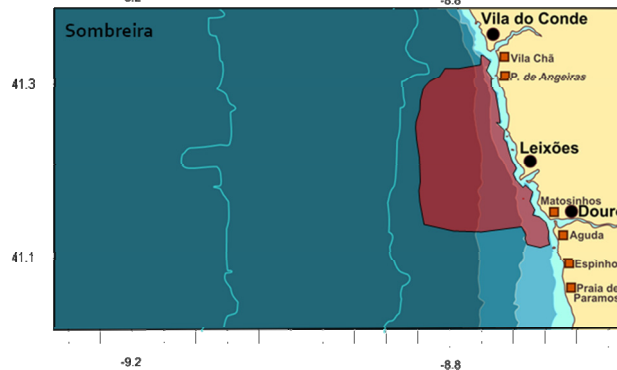
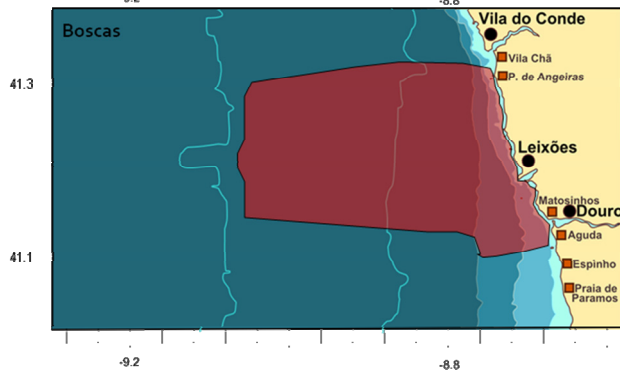
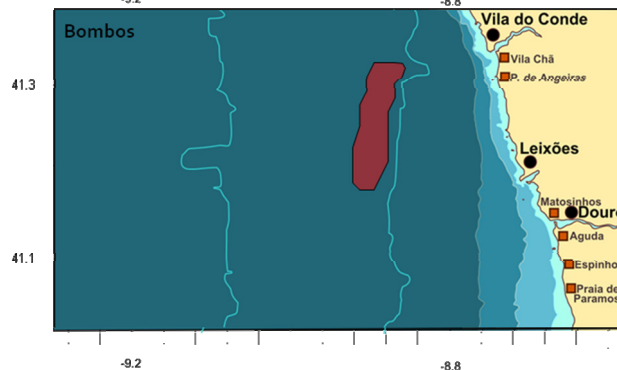
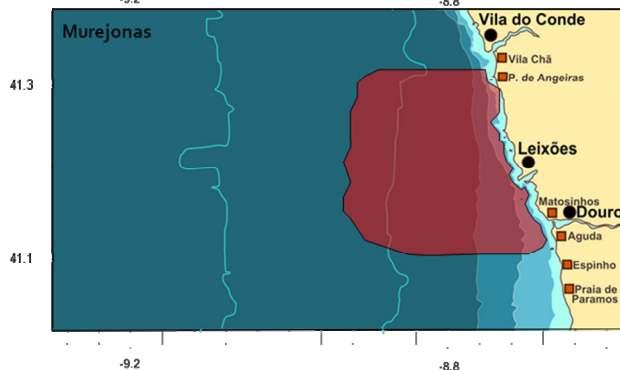
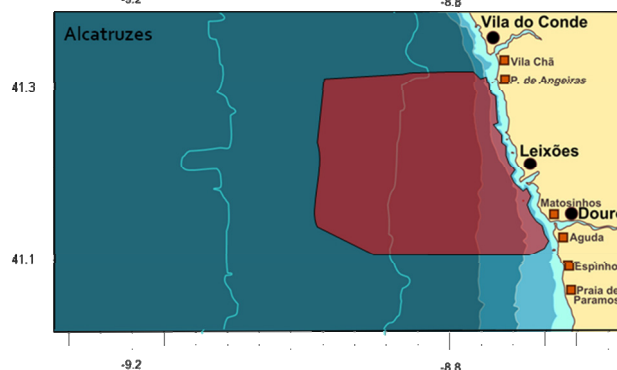
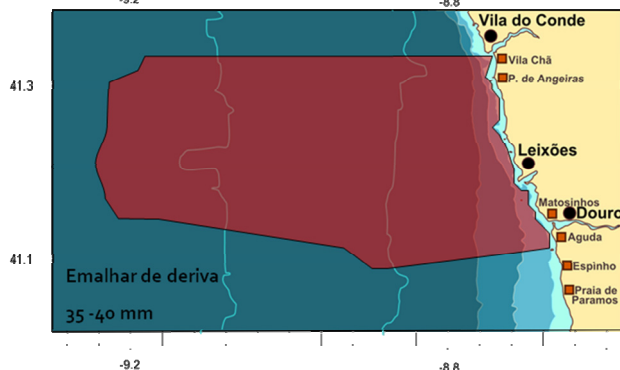
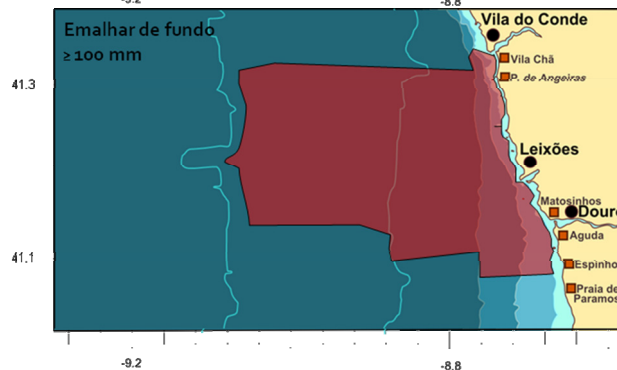
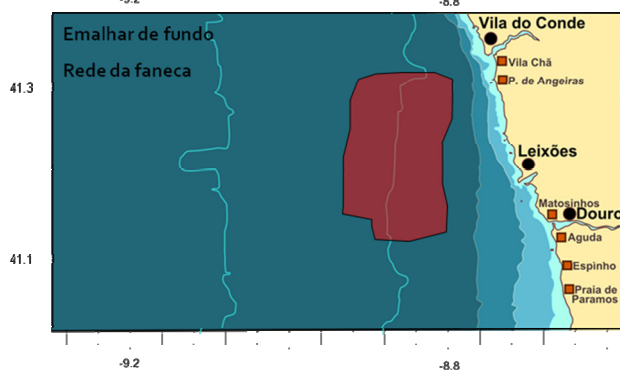
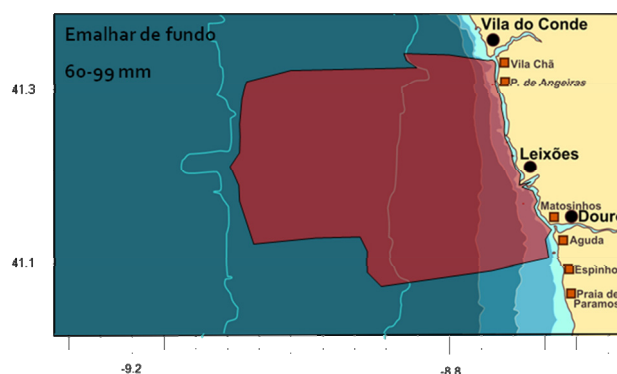
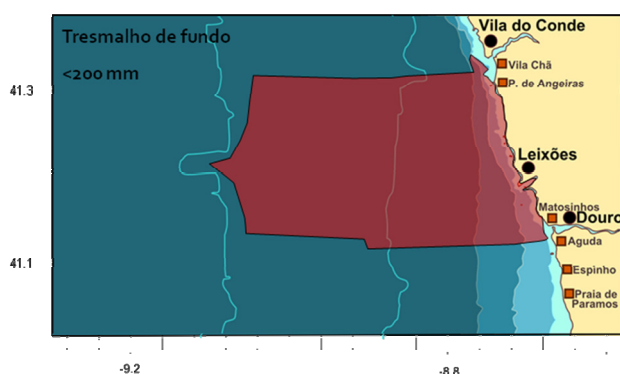


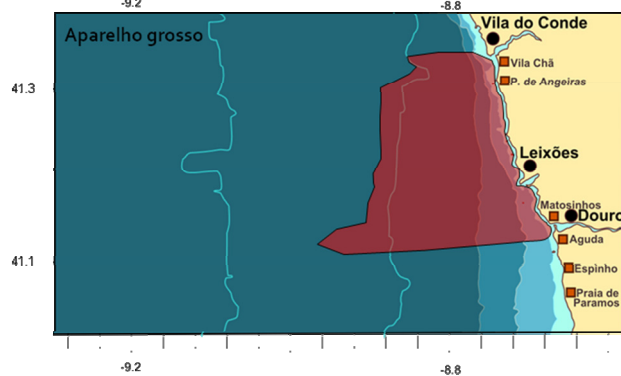
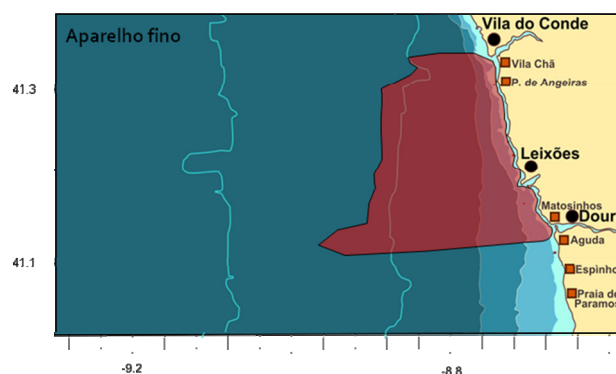
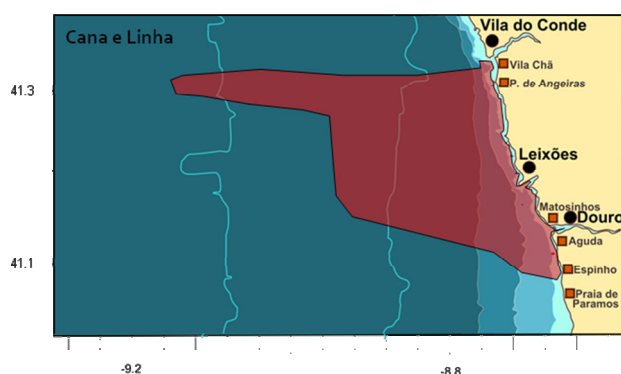
Praia de Angeiras

N.º de inquéritos: 16



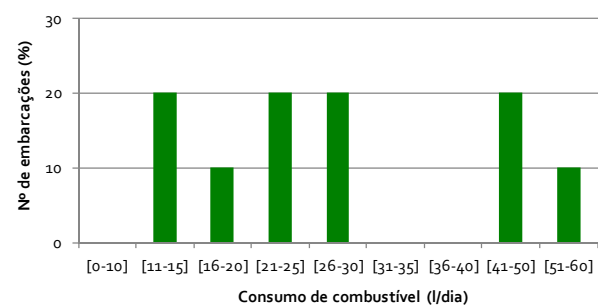
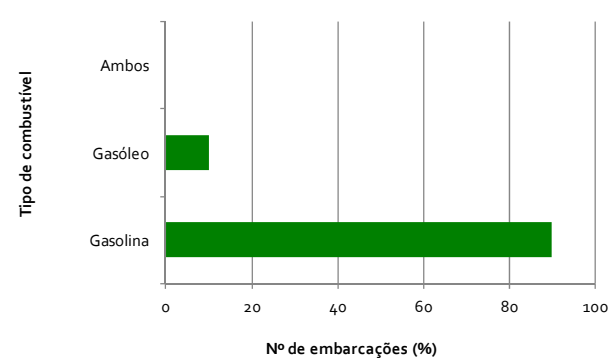
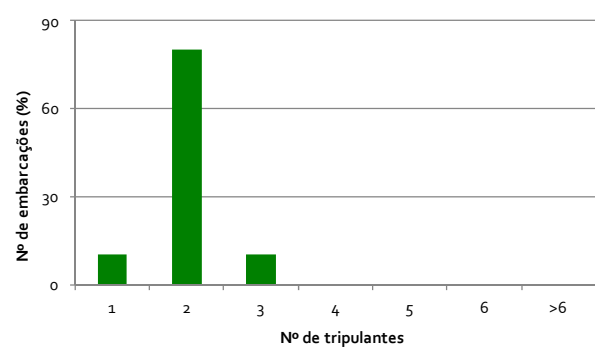
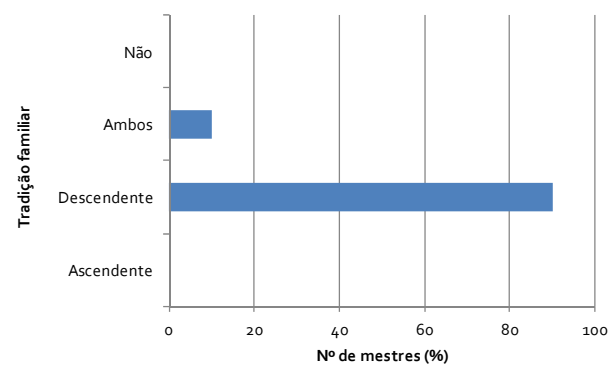
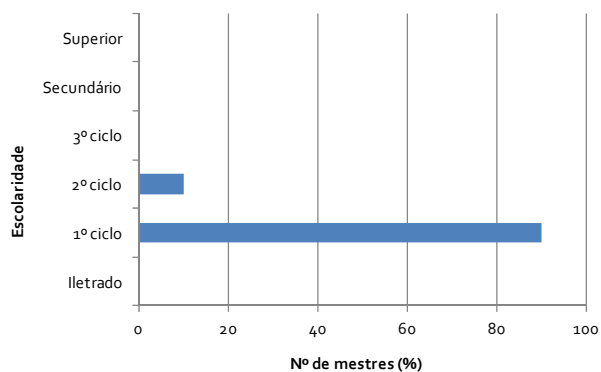
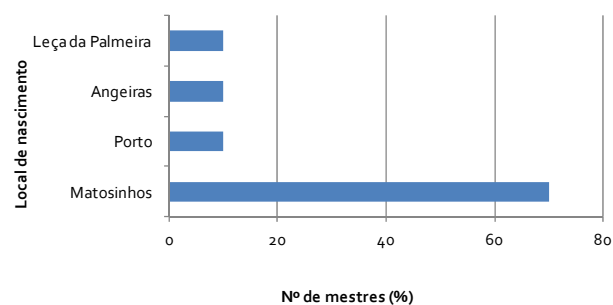
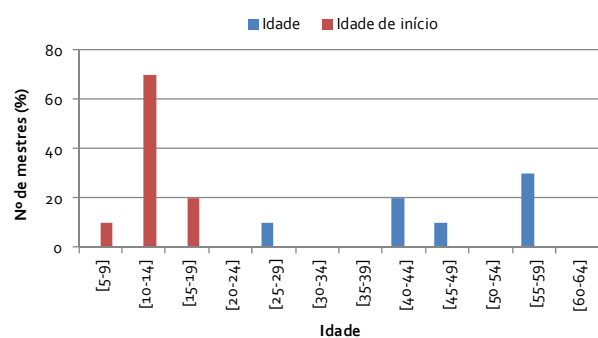
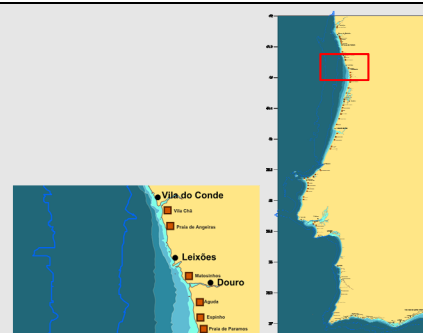


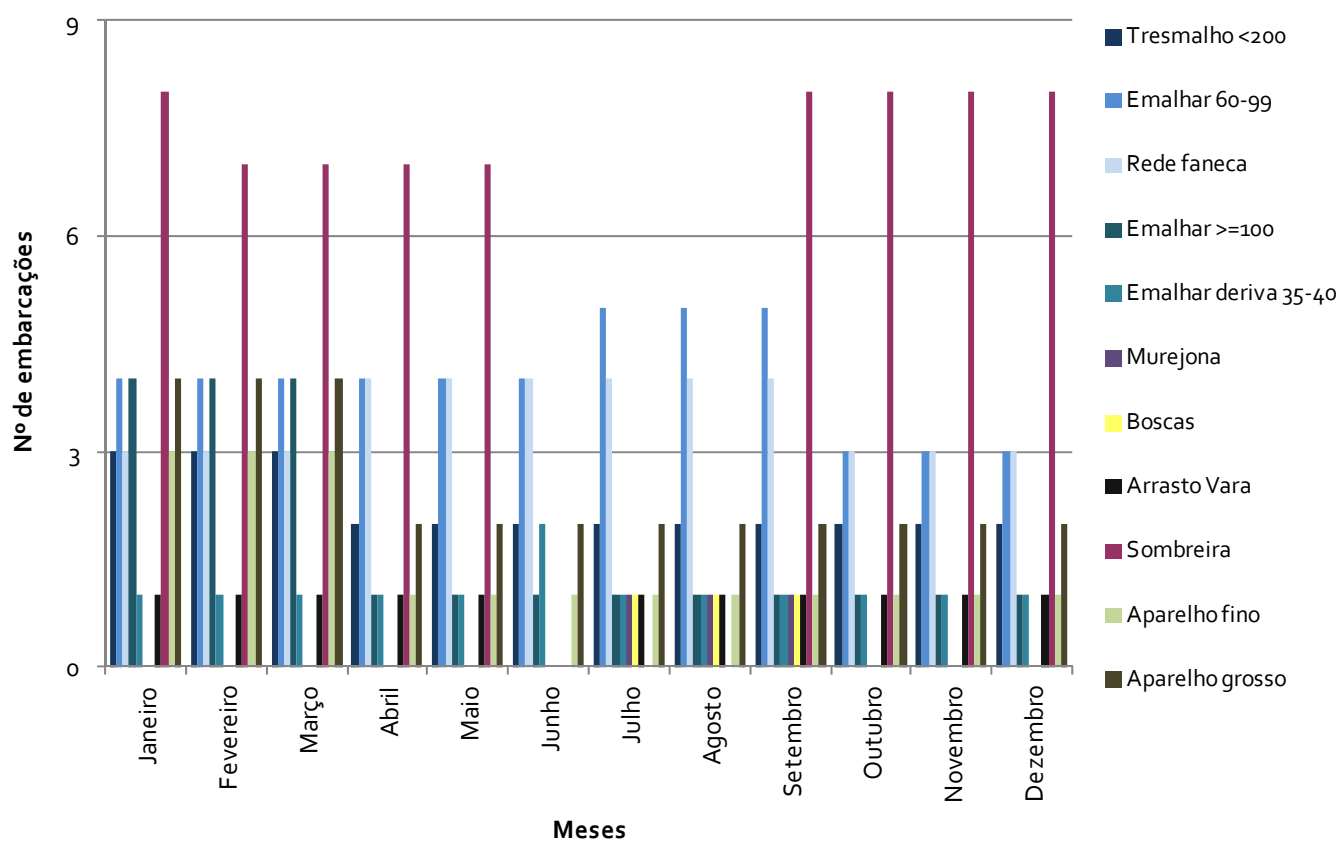
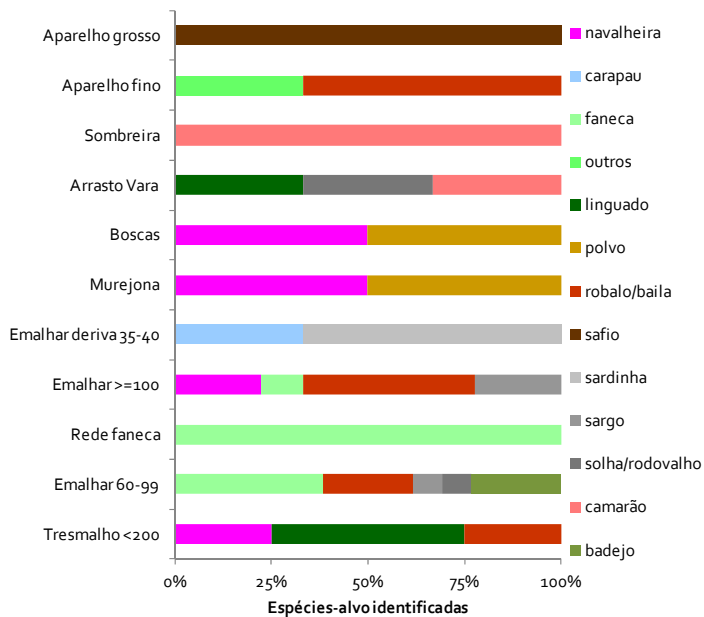
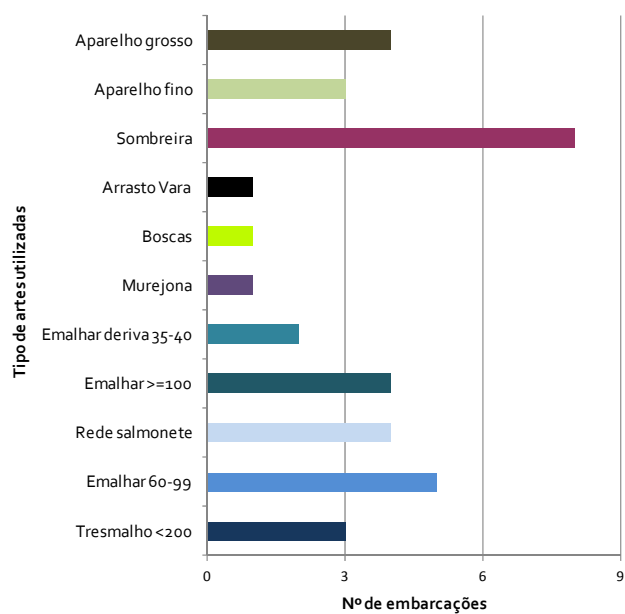


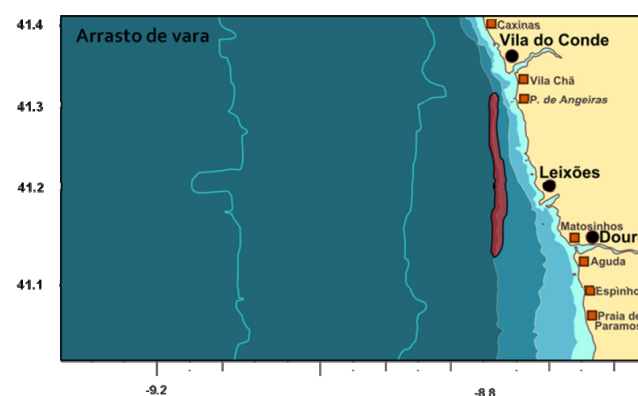
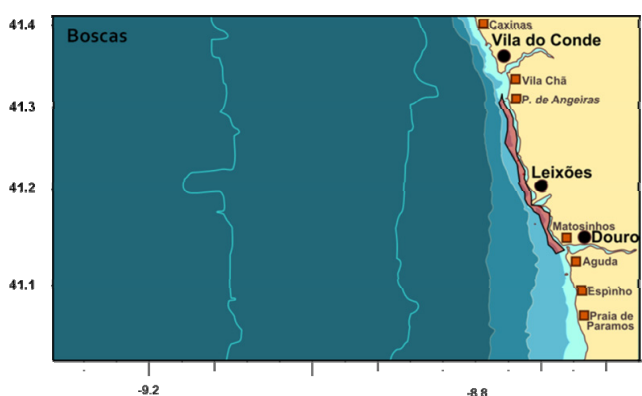
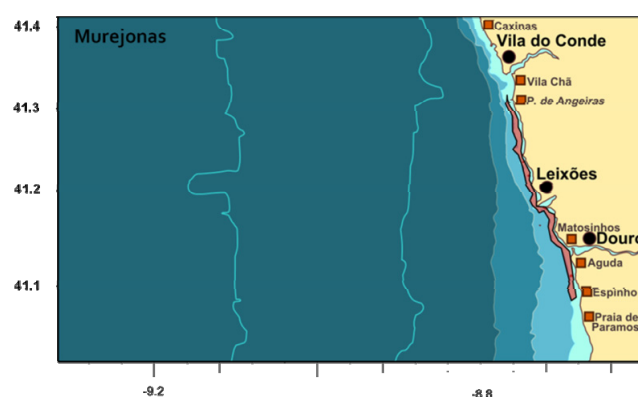
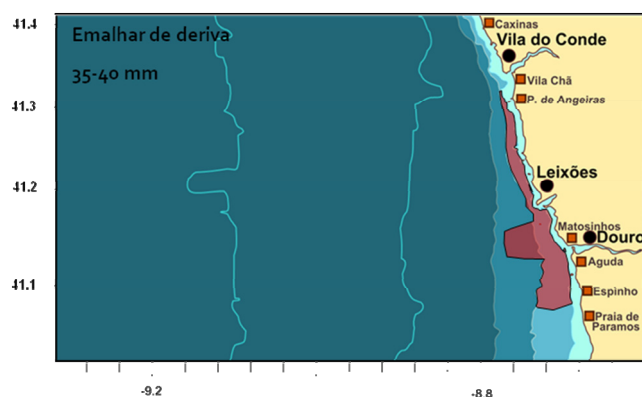
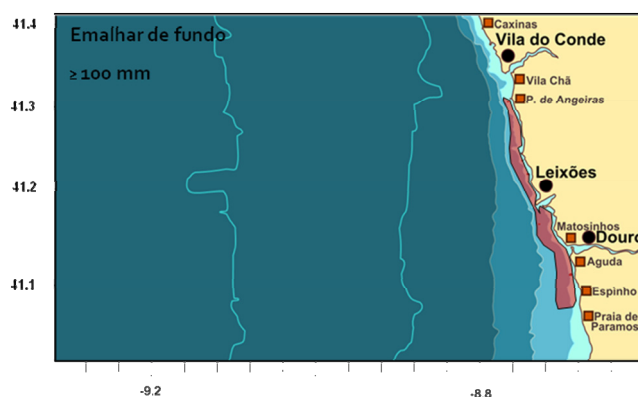
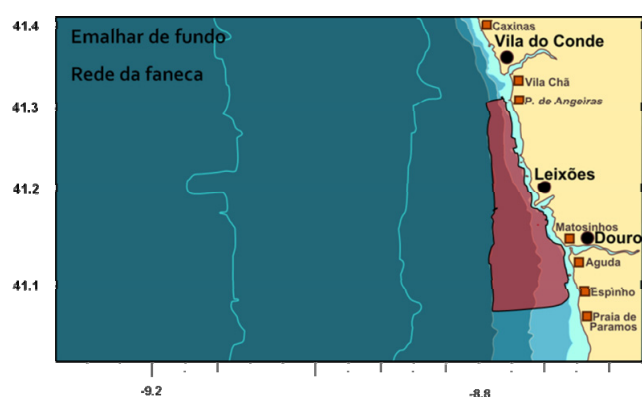
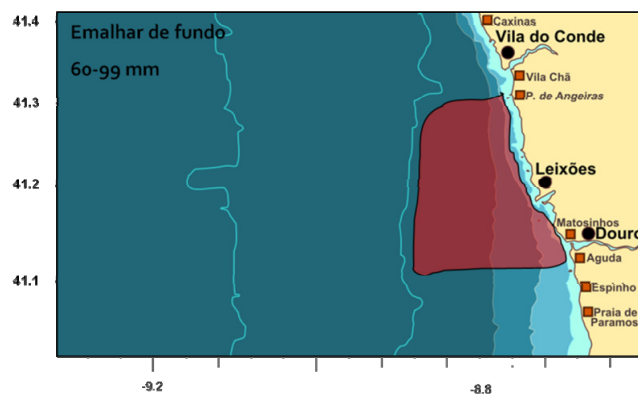
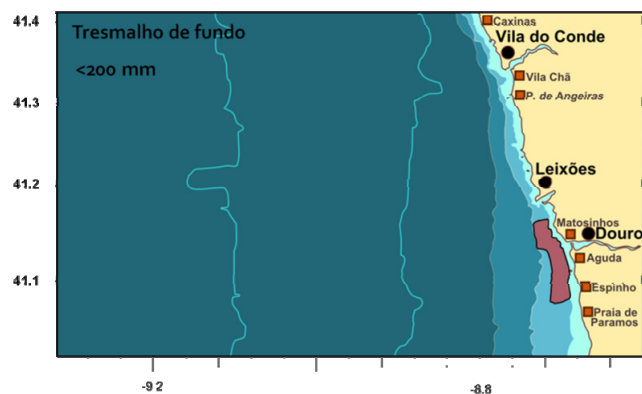


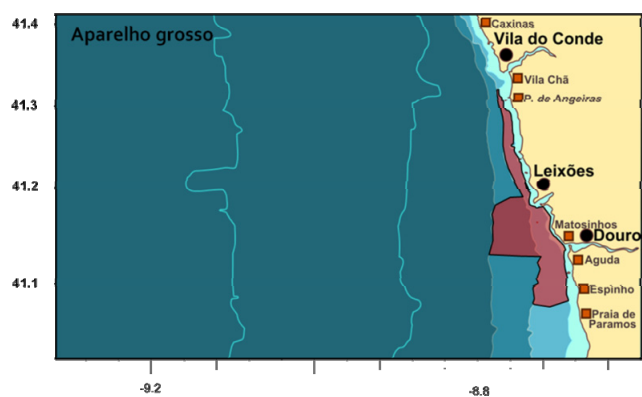
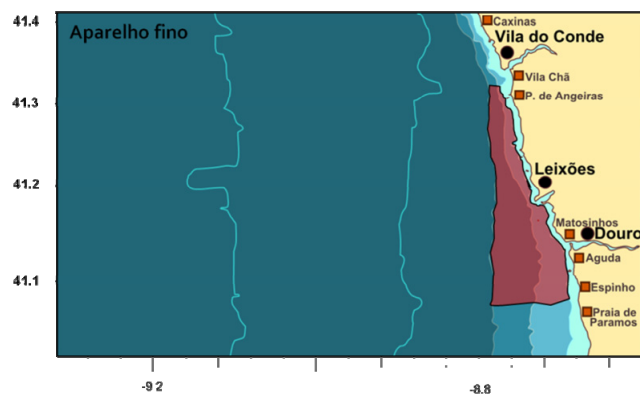
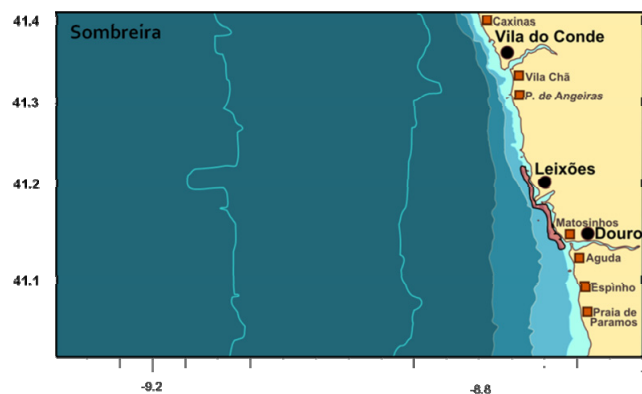
Matosinhos

N.º de inquéritos: 10



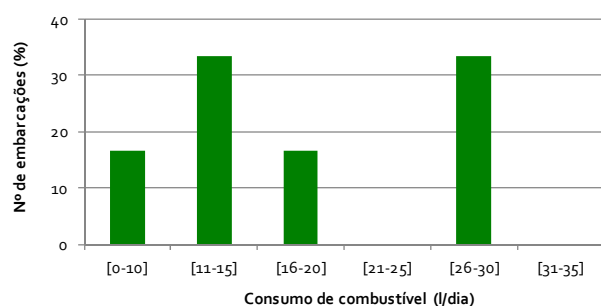
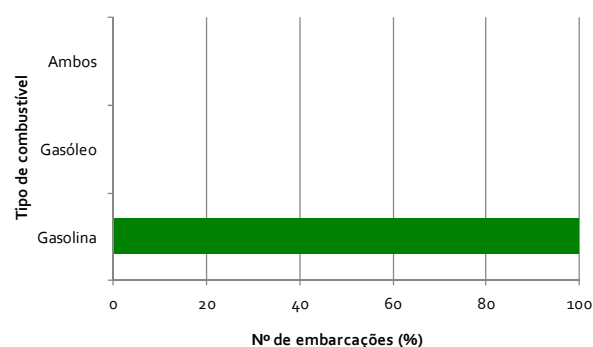
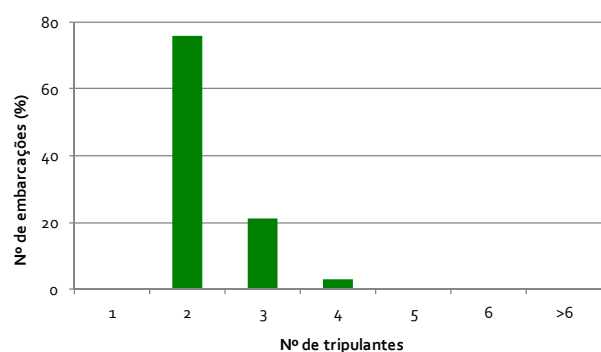
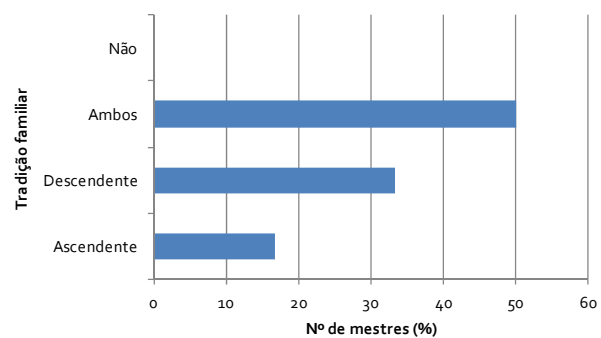
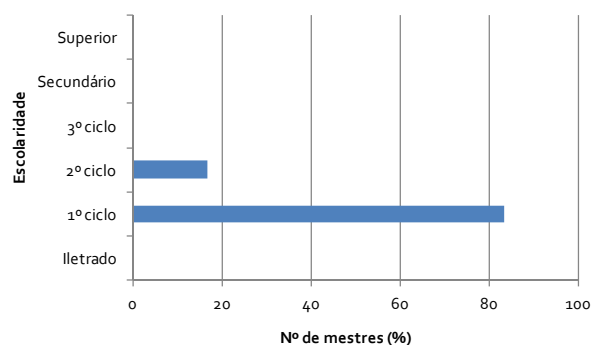
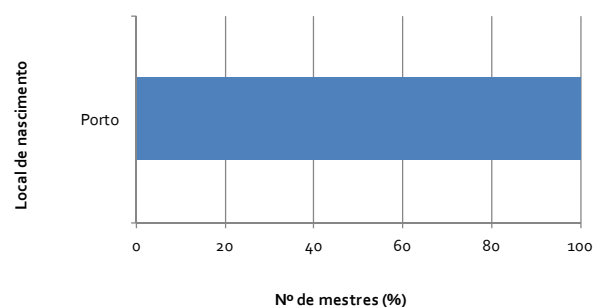
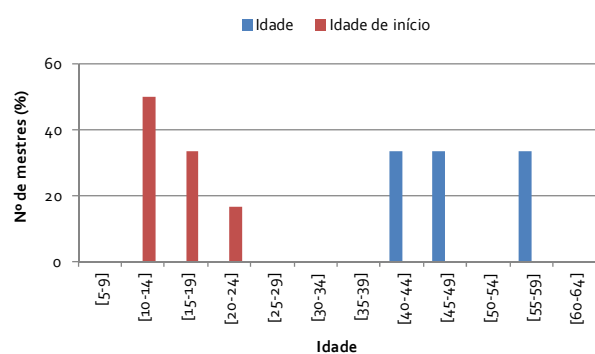
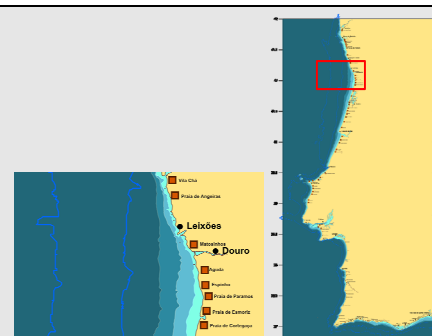


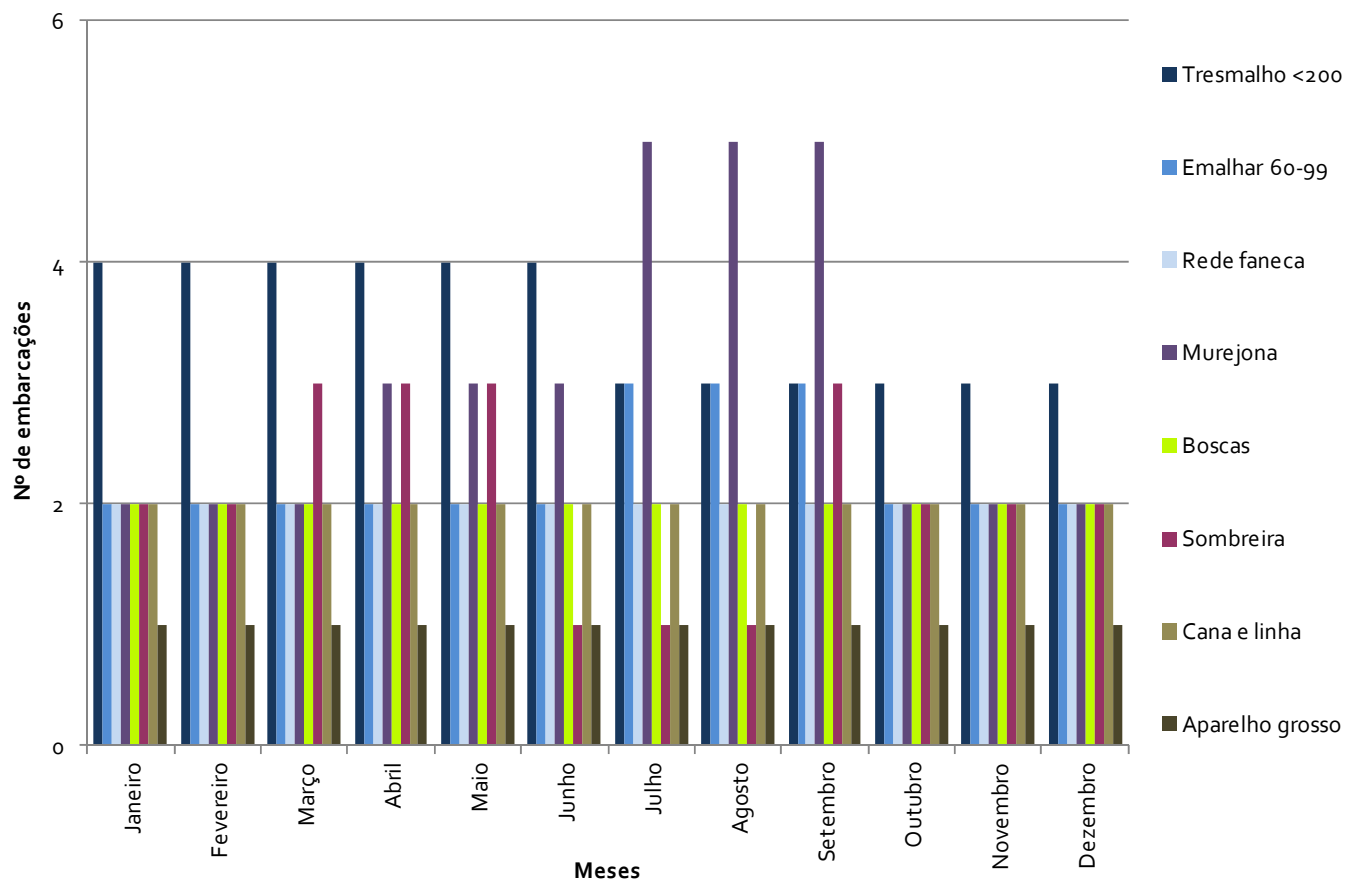
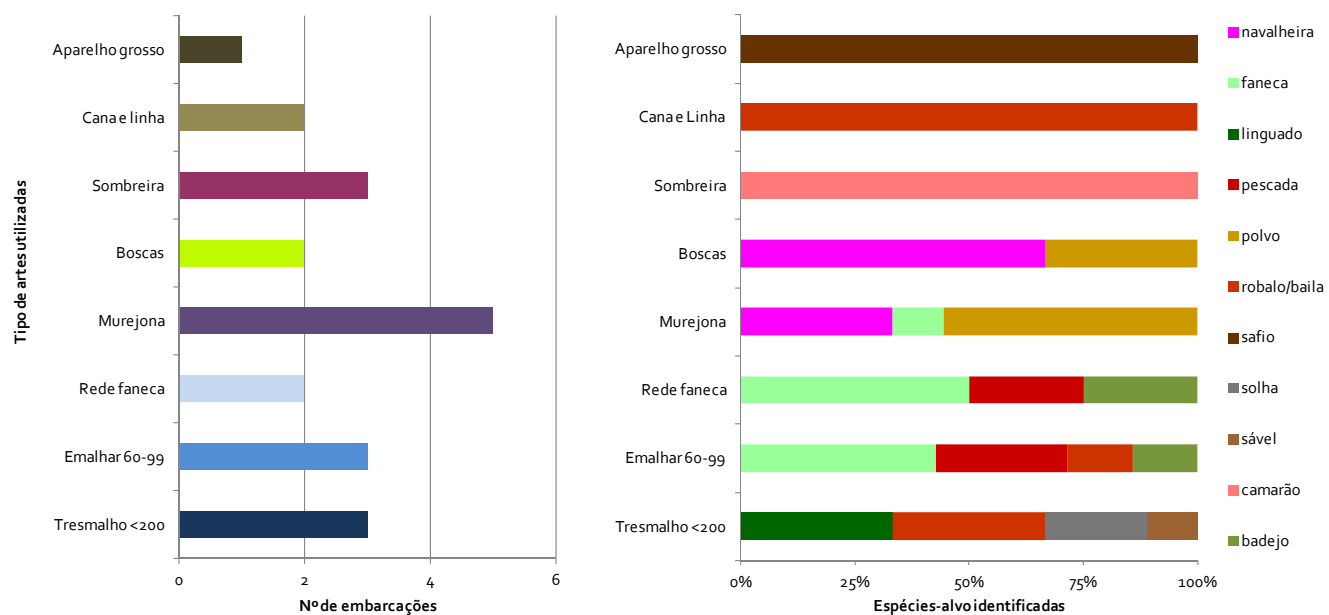


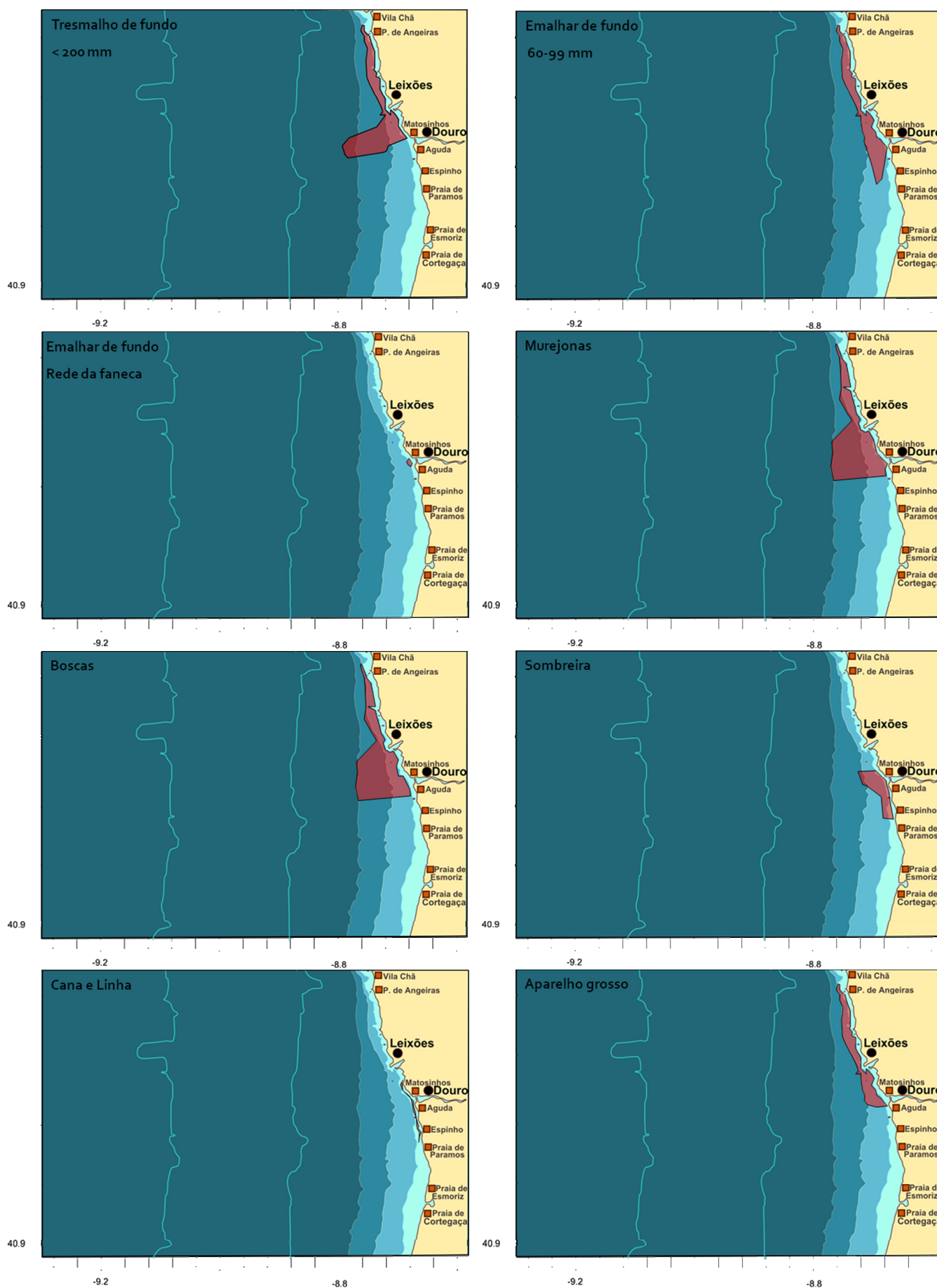


Cantareira

N.º de inquéritos: 6

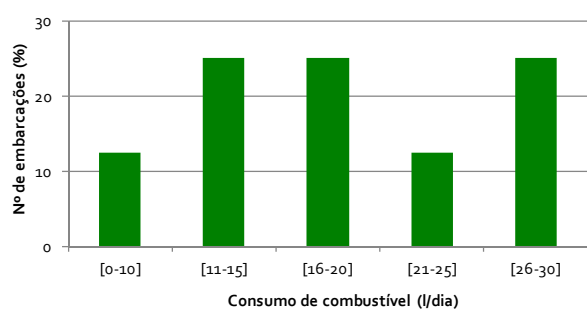
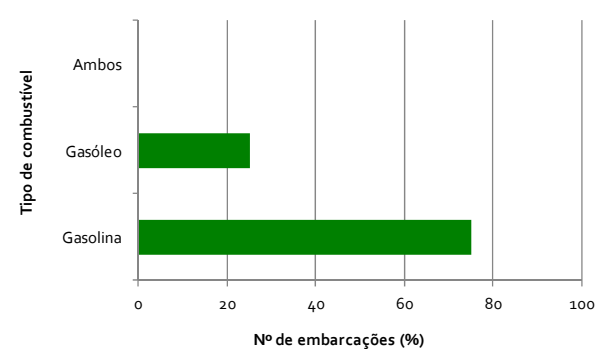
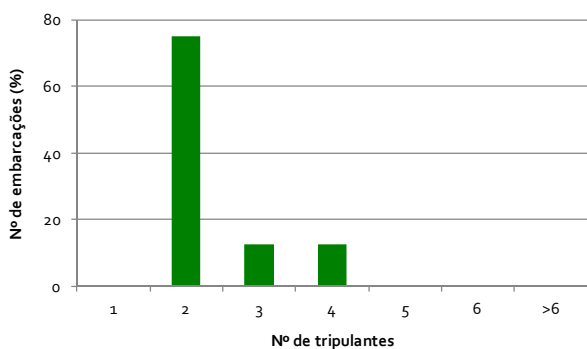
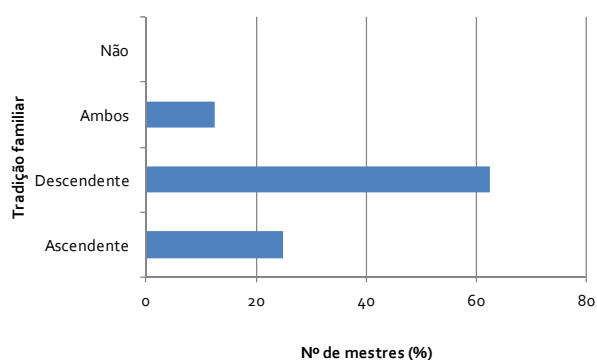
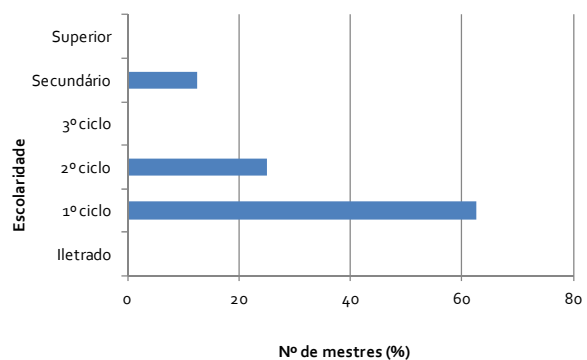
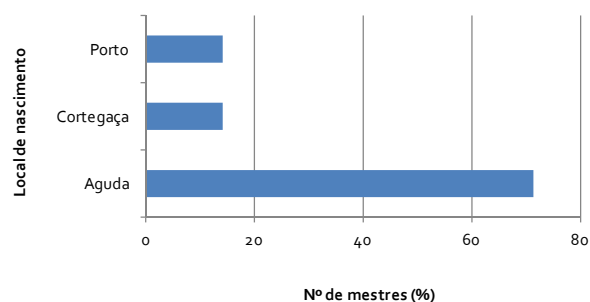
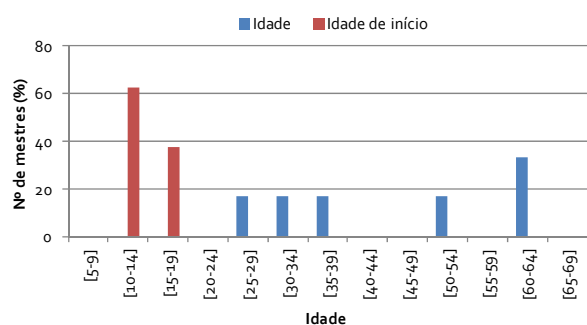
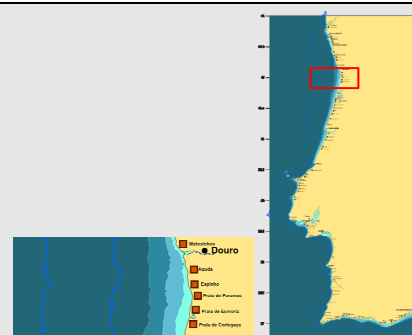


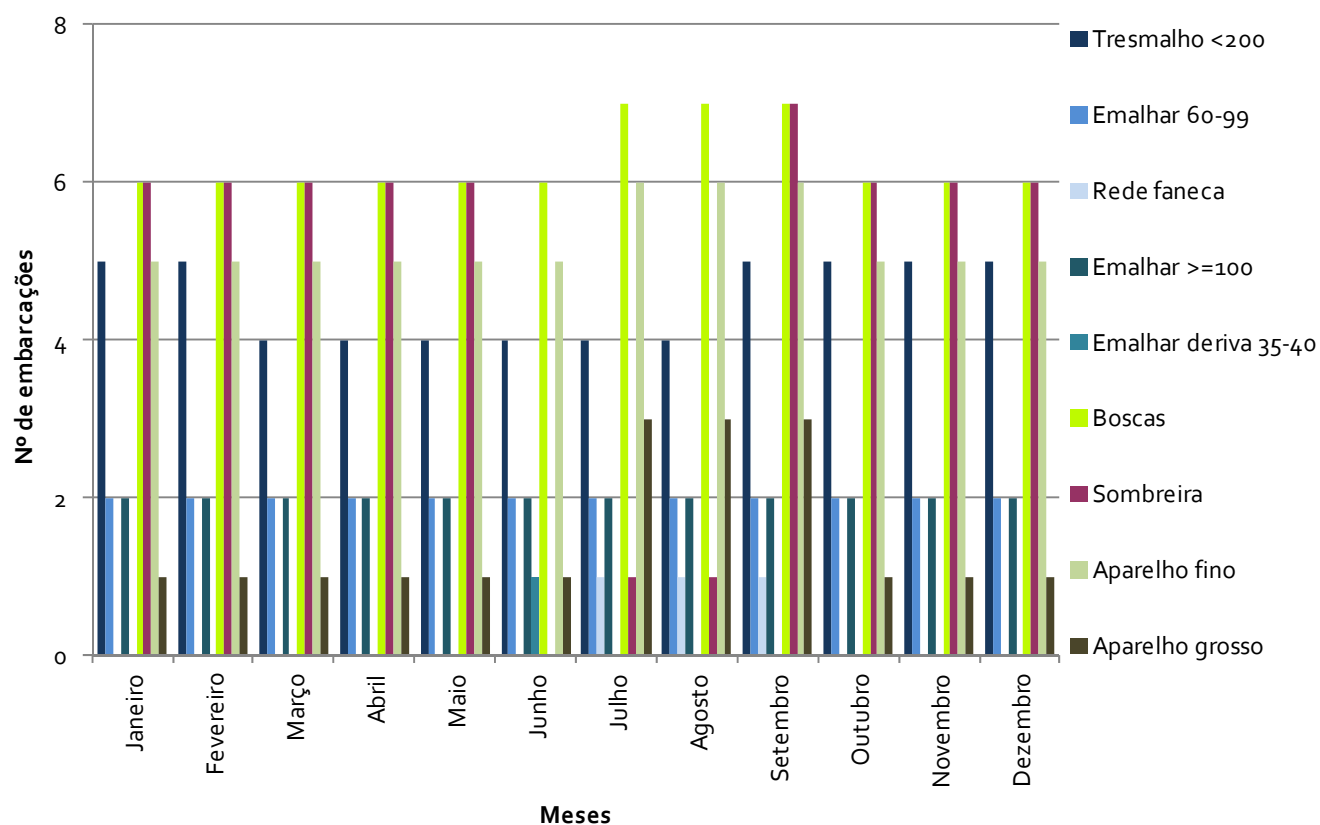
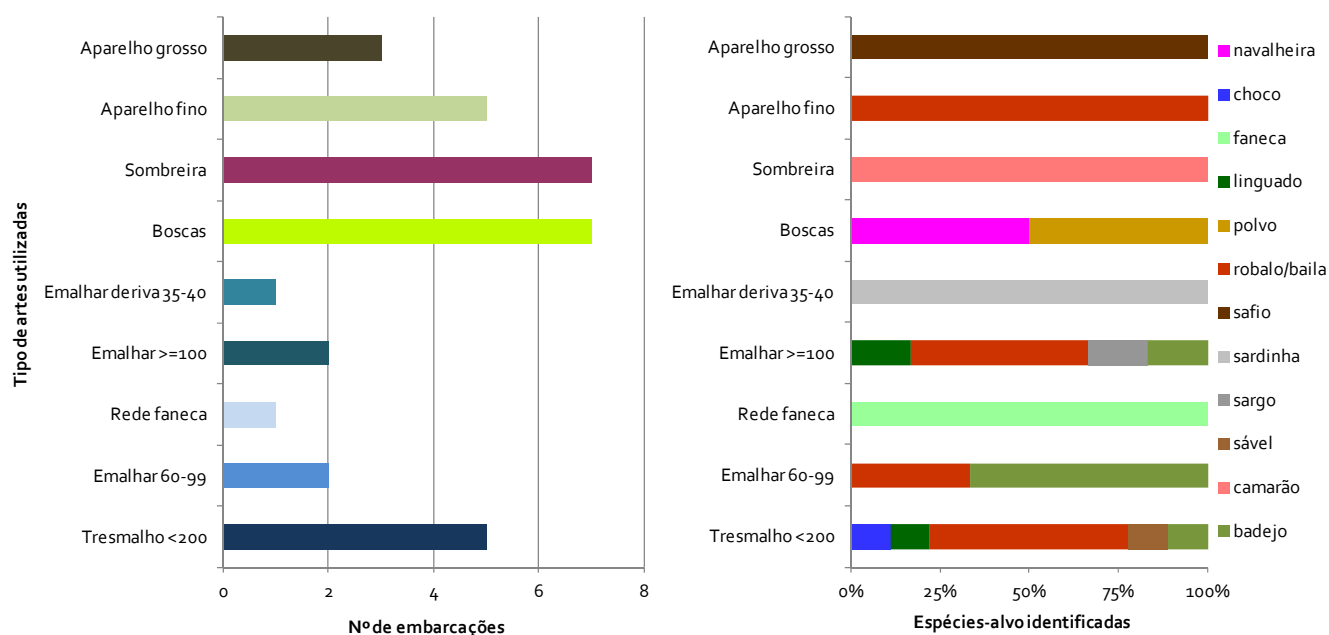


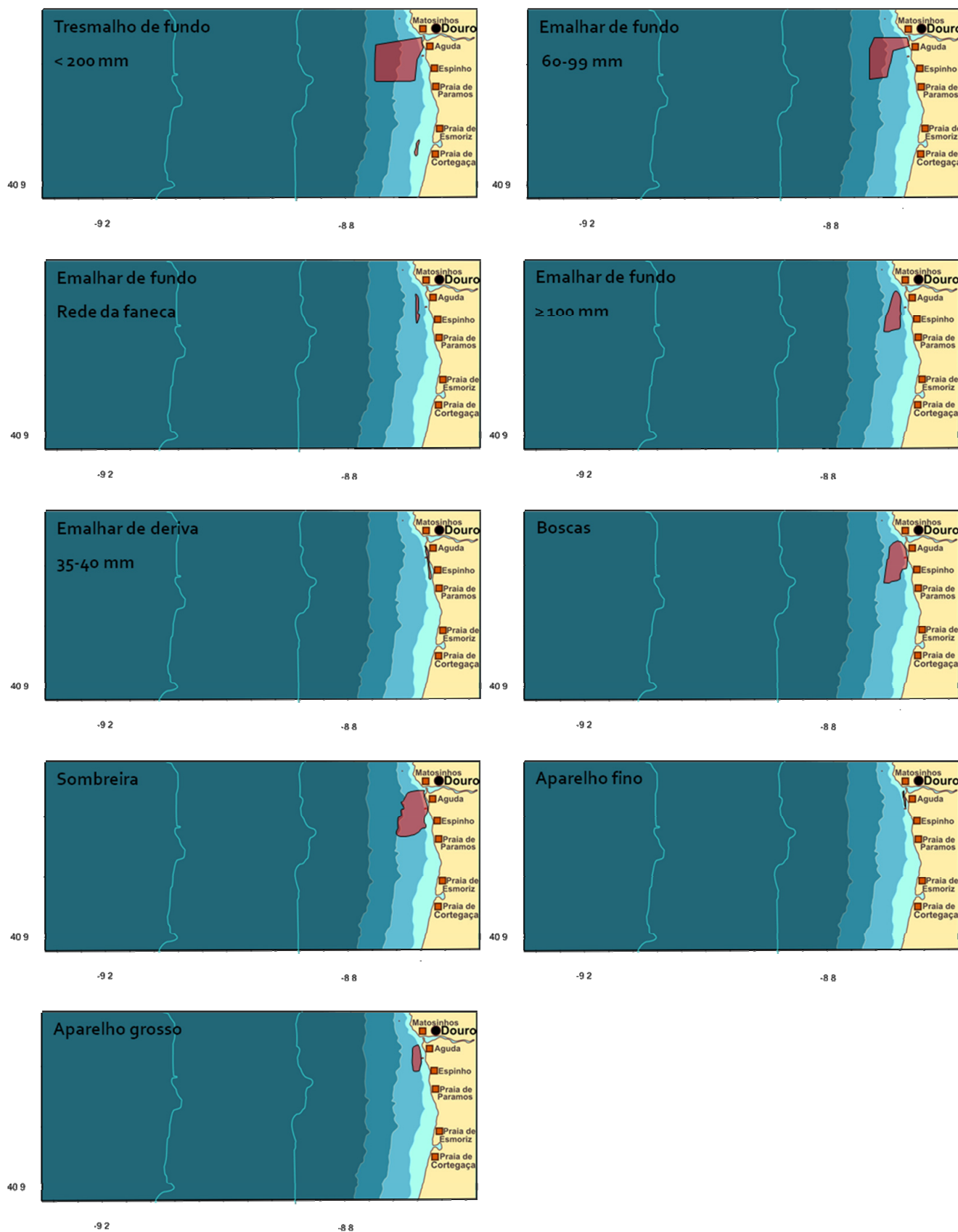


Praia da Aguda

N.º de inquéritos: 8

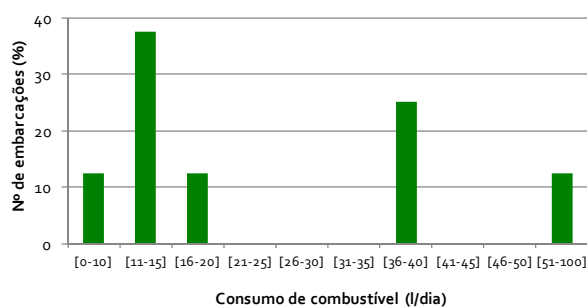
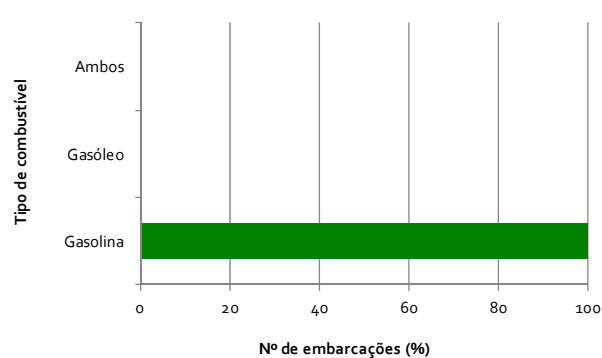
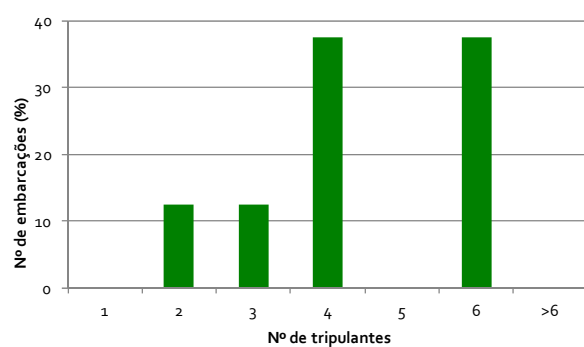
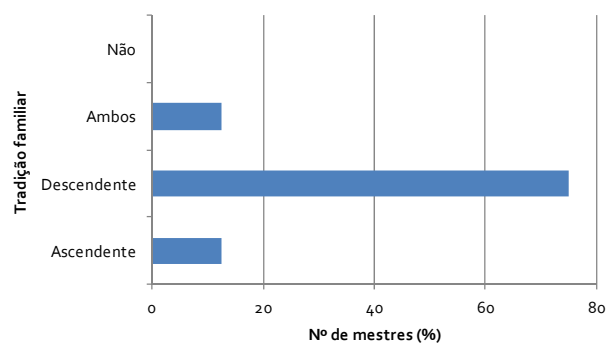
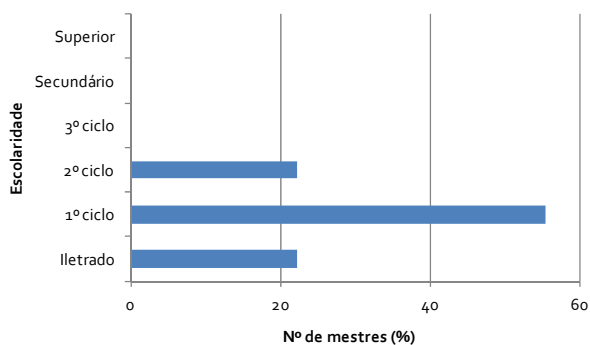
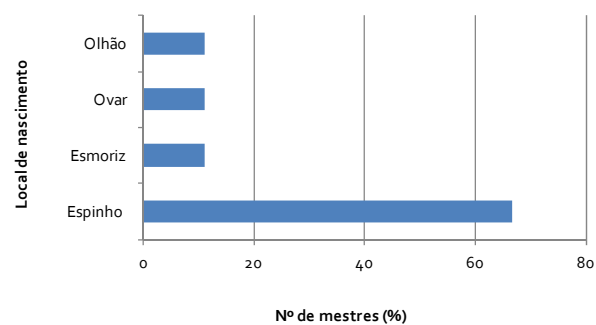
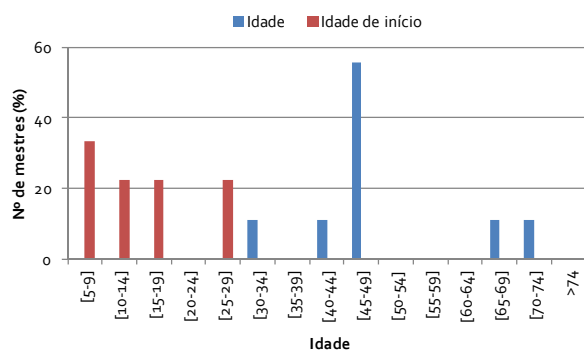
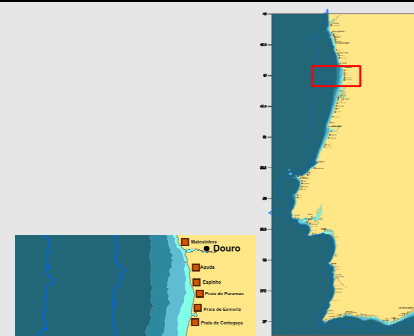


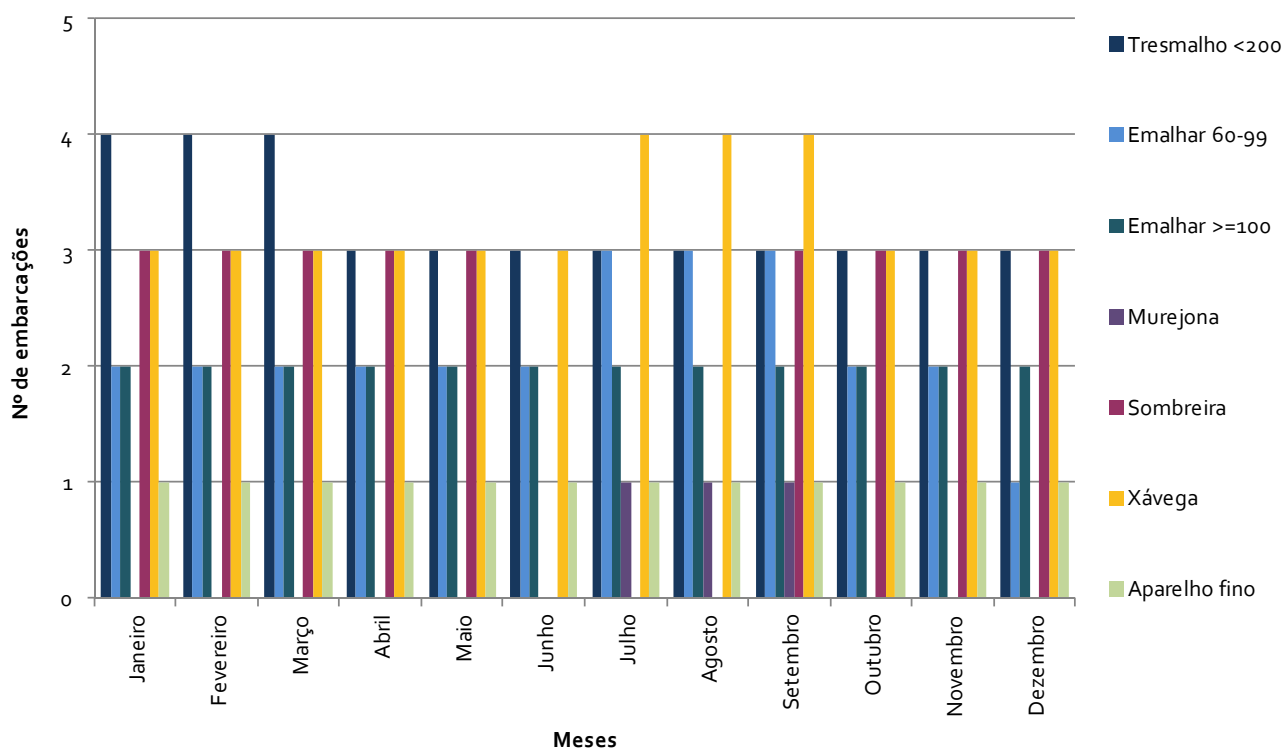
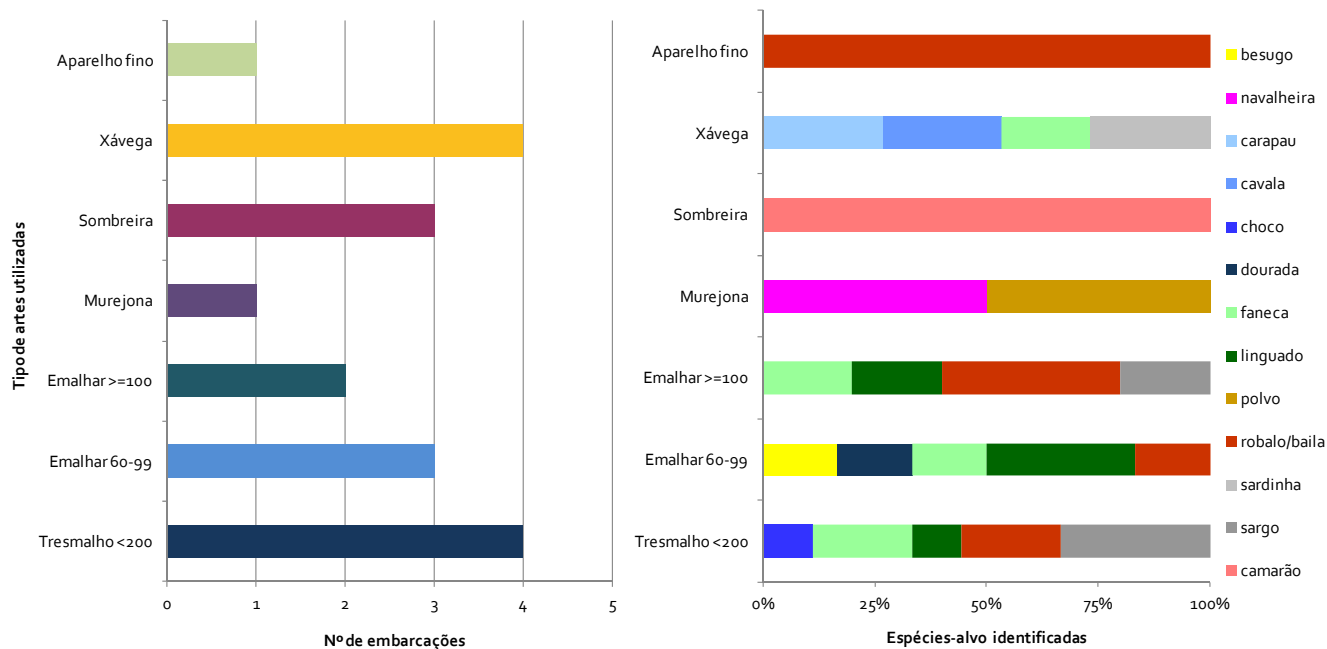


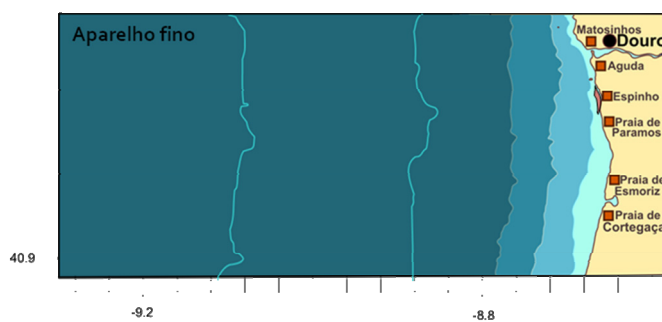
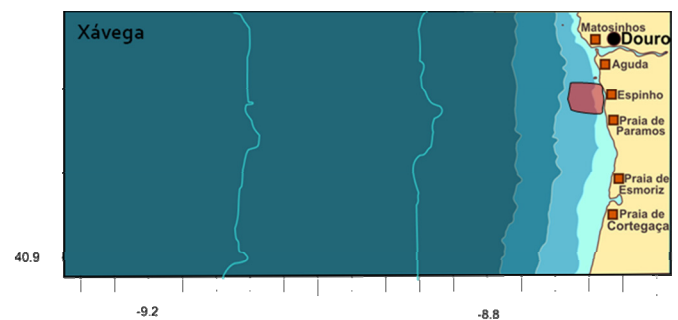
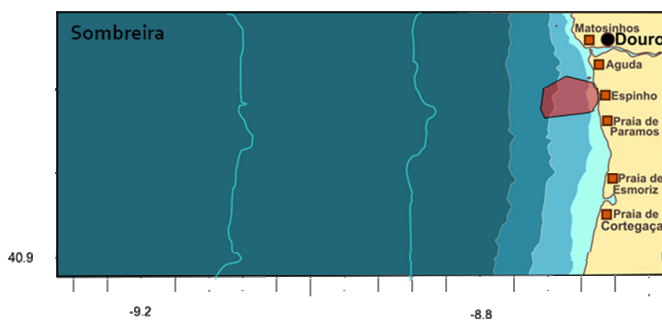
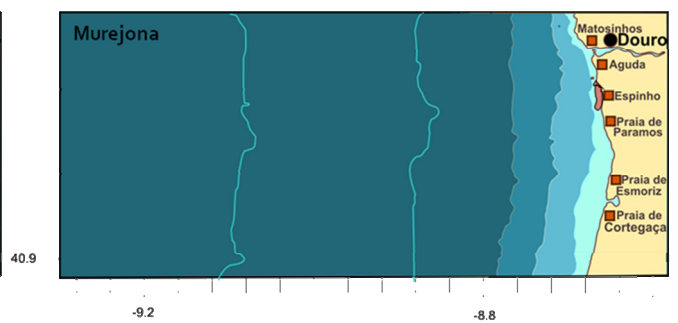
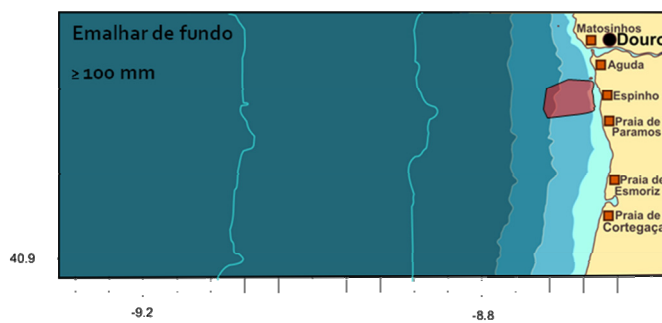
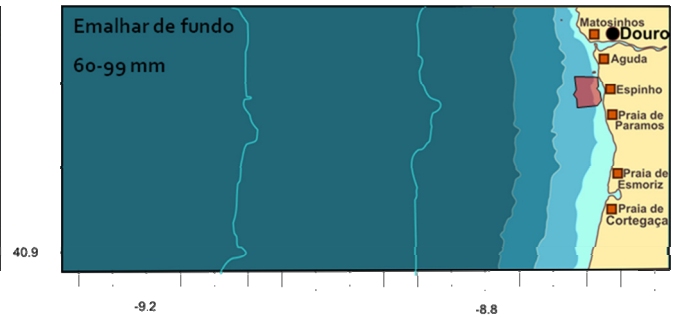
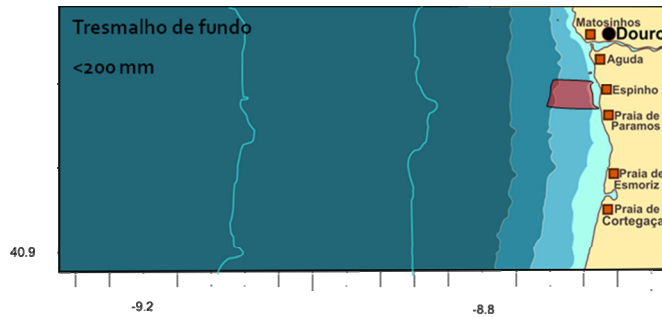


Espinho, Praia de Paramos

N.º de inquéritos: 9









NUTS II - CENTRO

Portos de Pesca

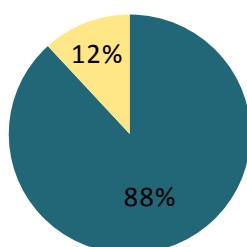
- Praia de Esmoriz
- Praia de Cortegaça
- Aveiro
- Furadouro
- Torreira
- Costa Nova
- Praia da Vagueira
- Areão
- Praia de Mira
- Praia da Tocha
- Figueira da Foz
- Costa de Lavos
- Praia da Leirosa
- Pedrogão
- Praia da Vieira
- Nazaré
- São Martinho do Porto
- Baleal
- Praia da Quebrada
- Peniche
- Pai Mogo
- Porto das Barcas
- Porto Dinheiro
- Porto Novo

Descrição da frota para NUTS II Centro

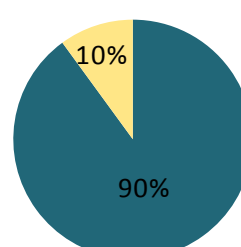
Nº total de embarcações: 1618 (Local - 1425; Costeira - 193)

Nº total de licenças: 6363 (Local - 5720; Costeira - 643)

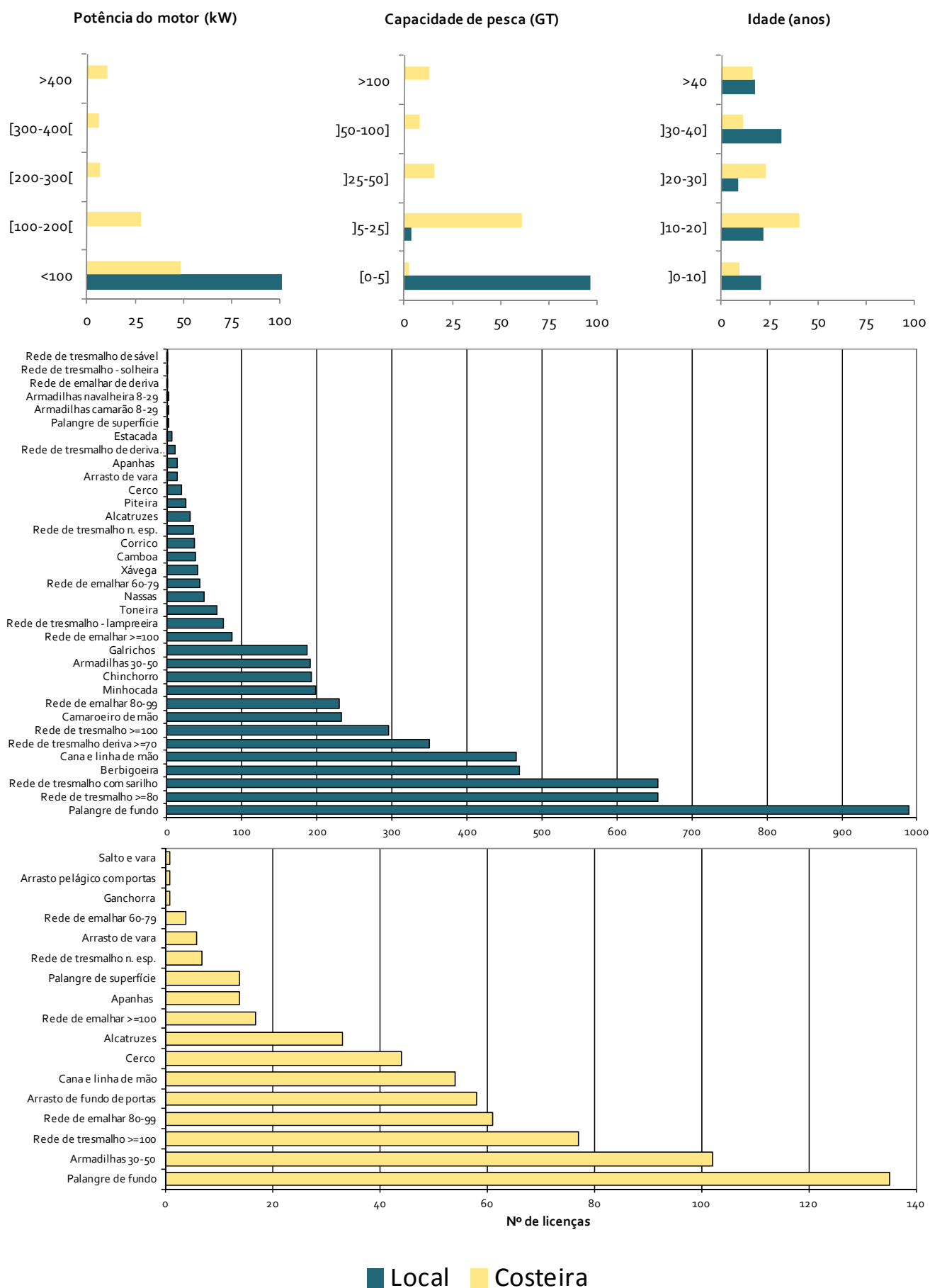
Embarcações



Licenças

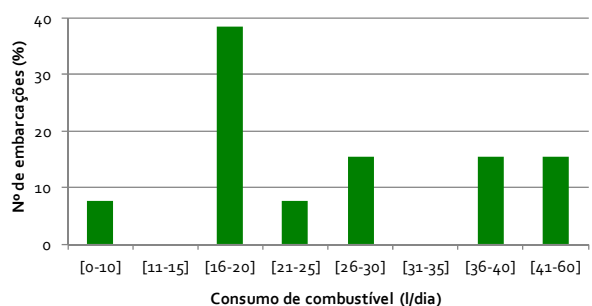
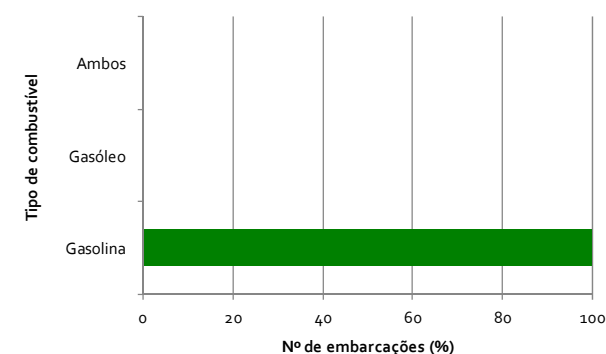
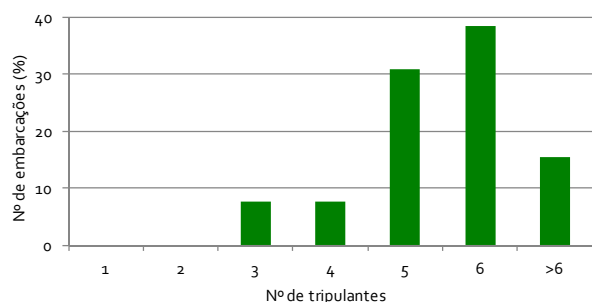
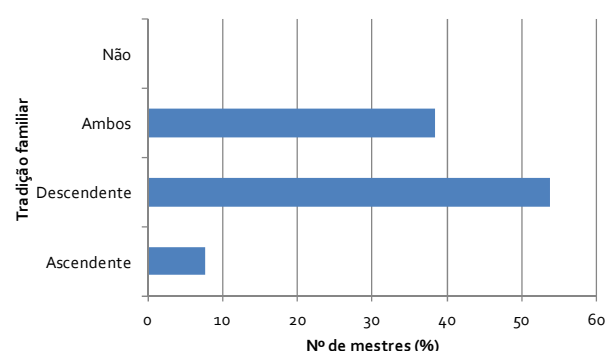
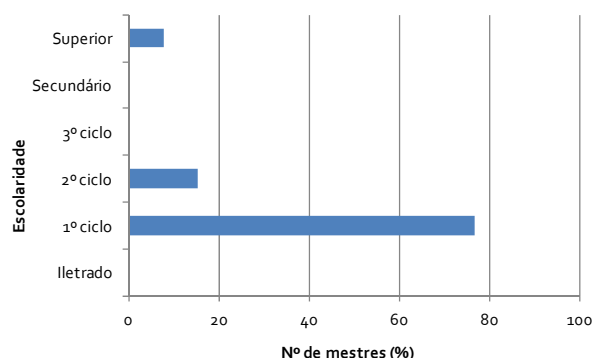
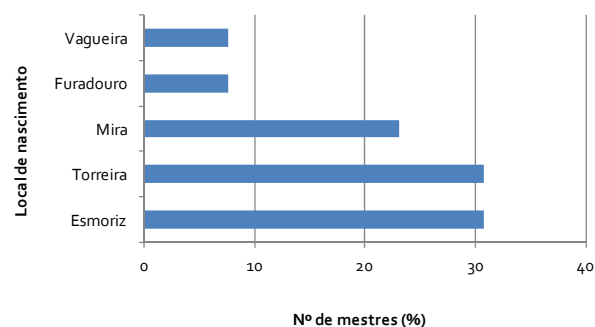
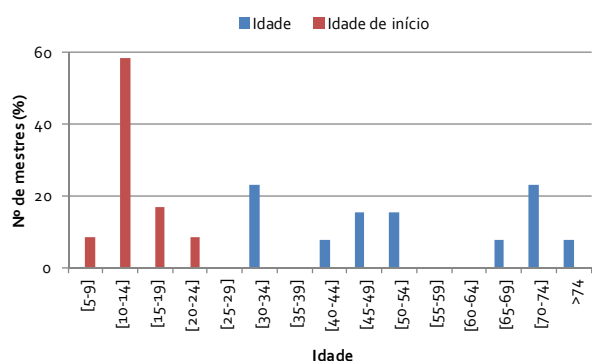
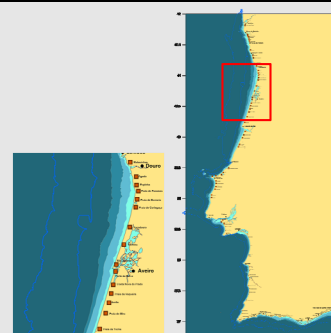


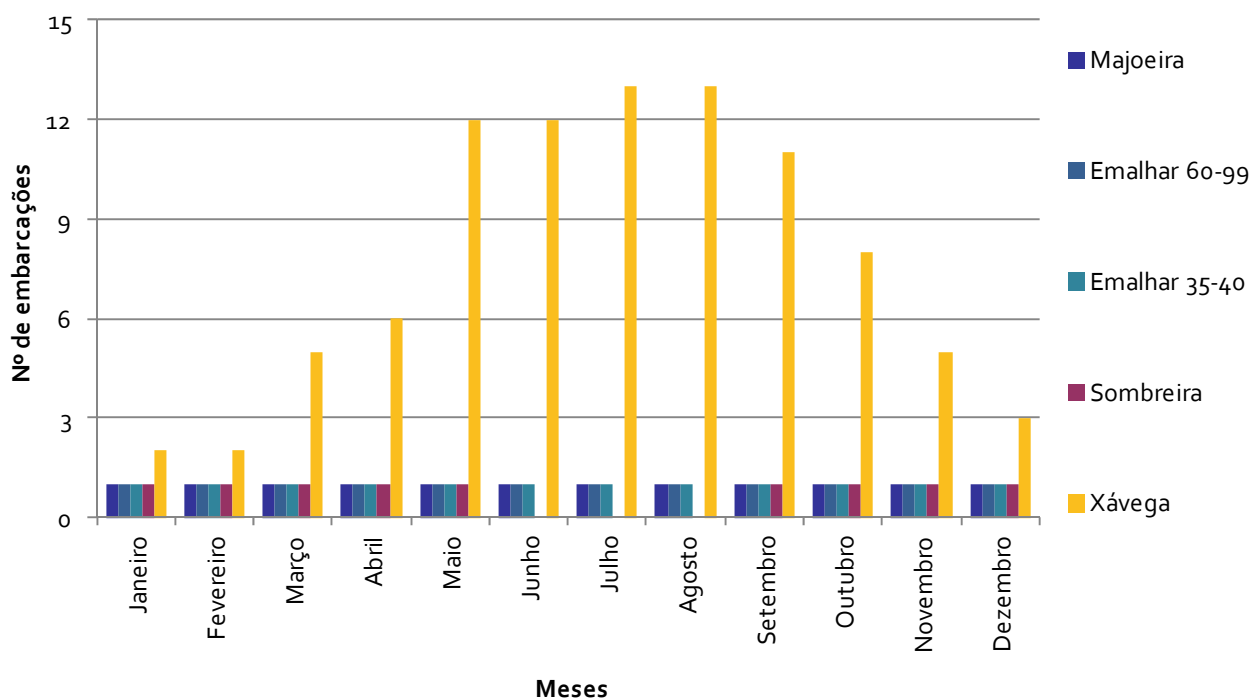
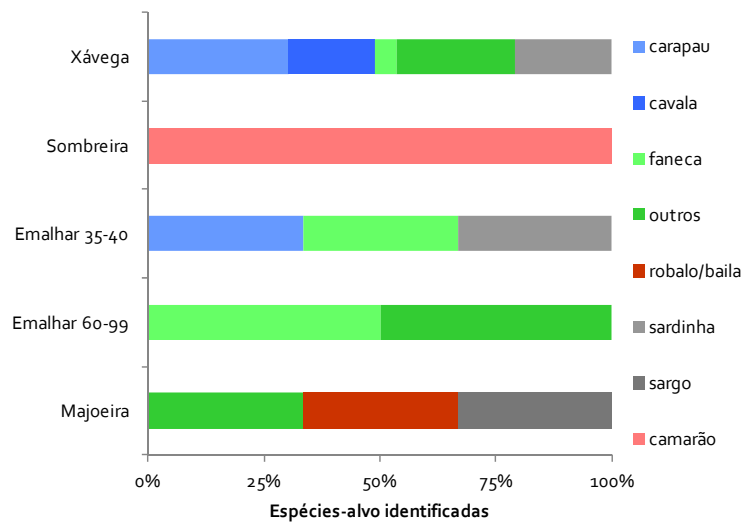
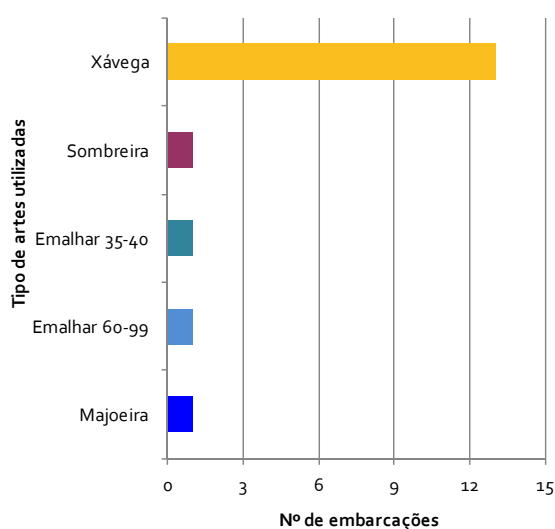
■ Local ■ Costeira

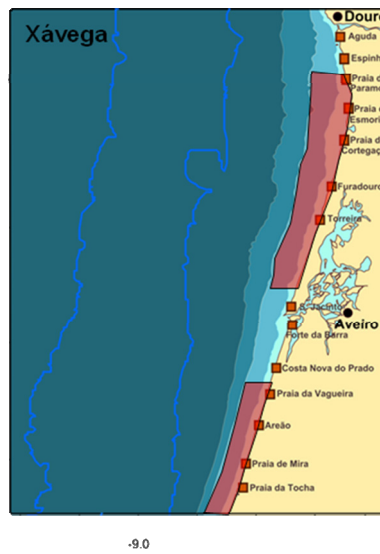
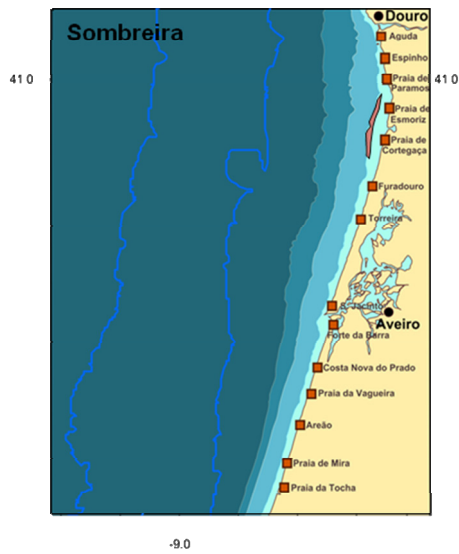
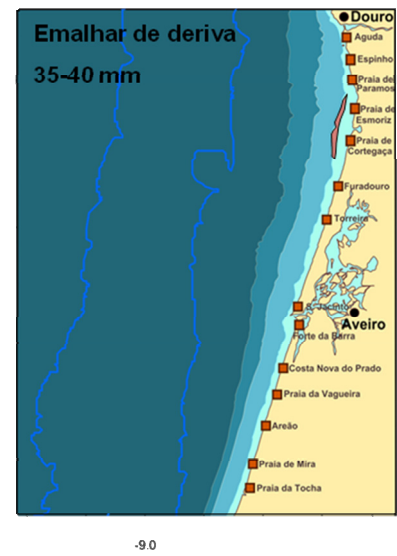
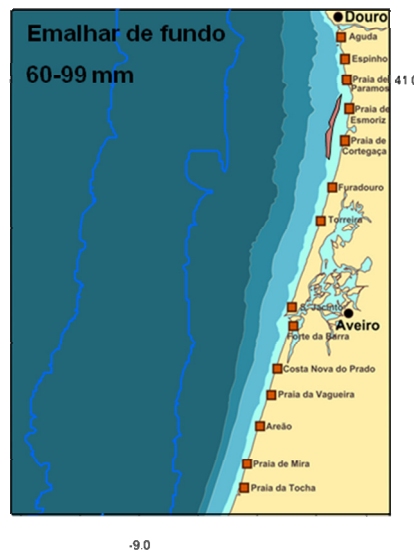
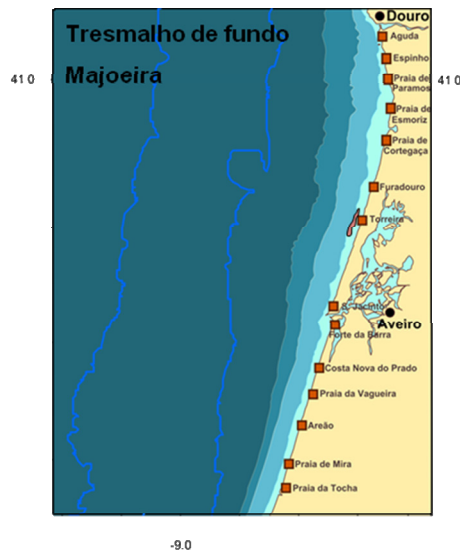


Praia de Esmoriz, Furadouro, Torreira, Praia da Vagueira, Areão e Praia de Mira

N.º de inquéritos: 14

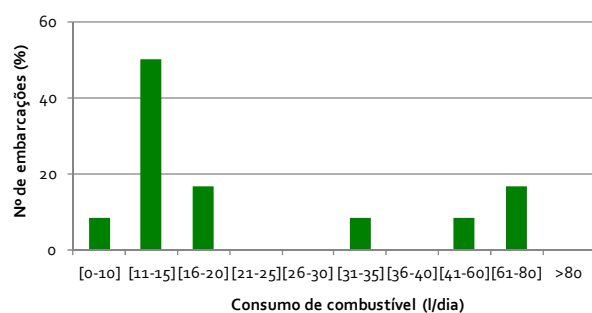
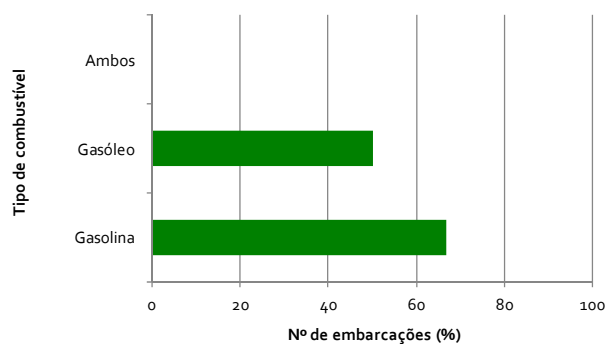
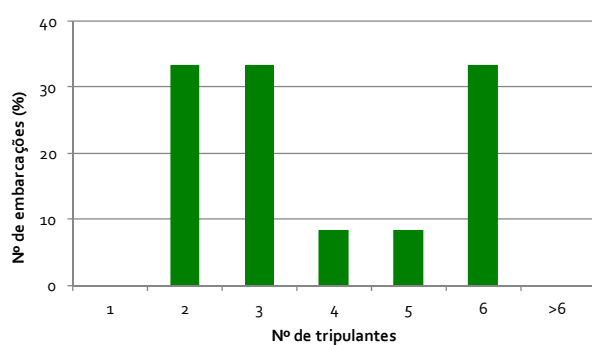
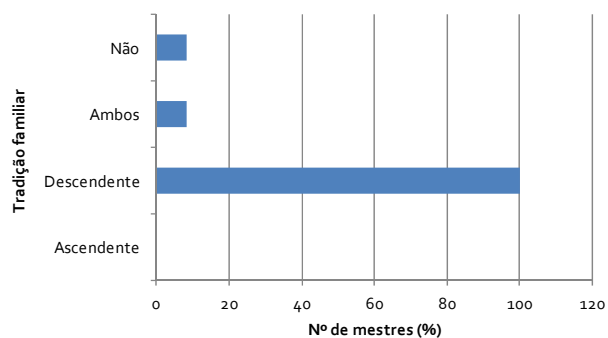
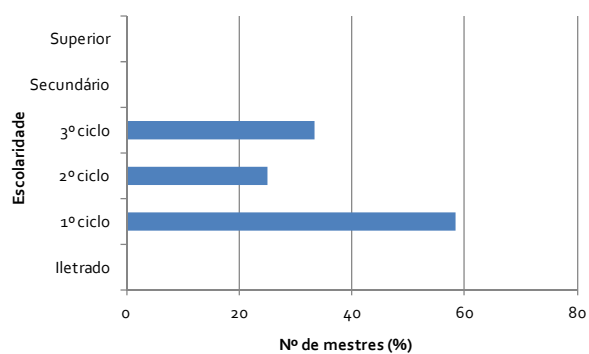
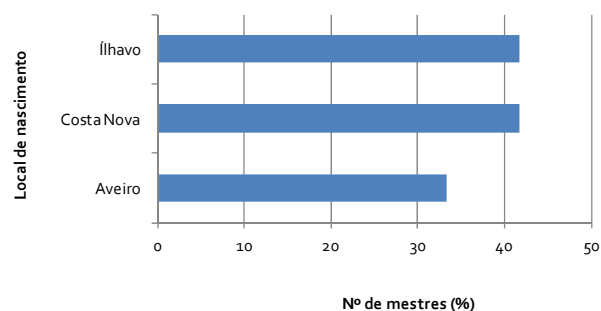
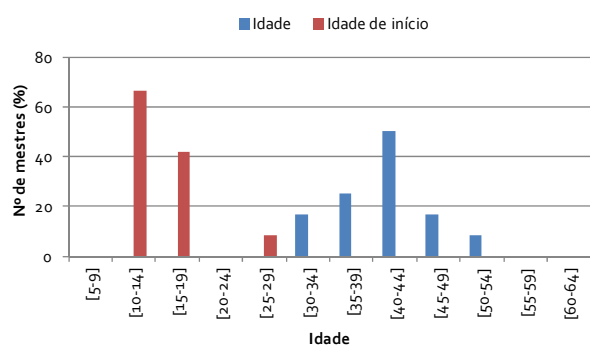
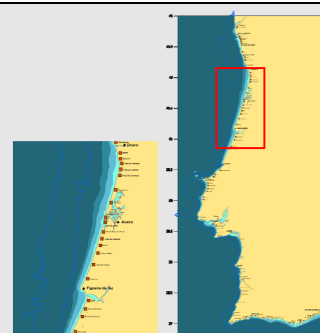


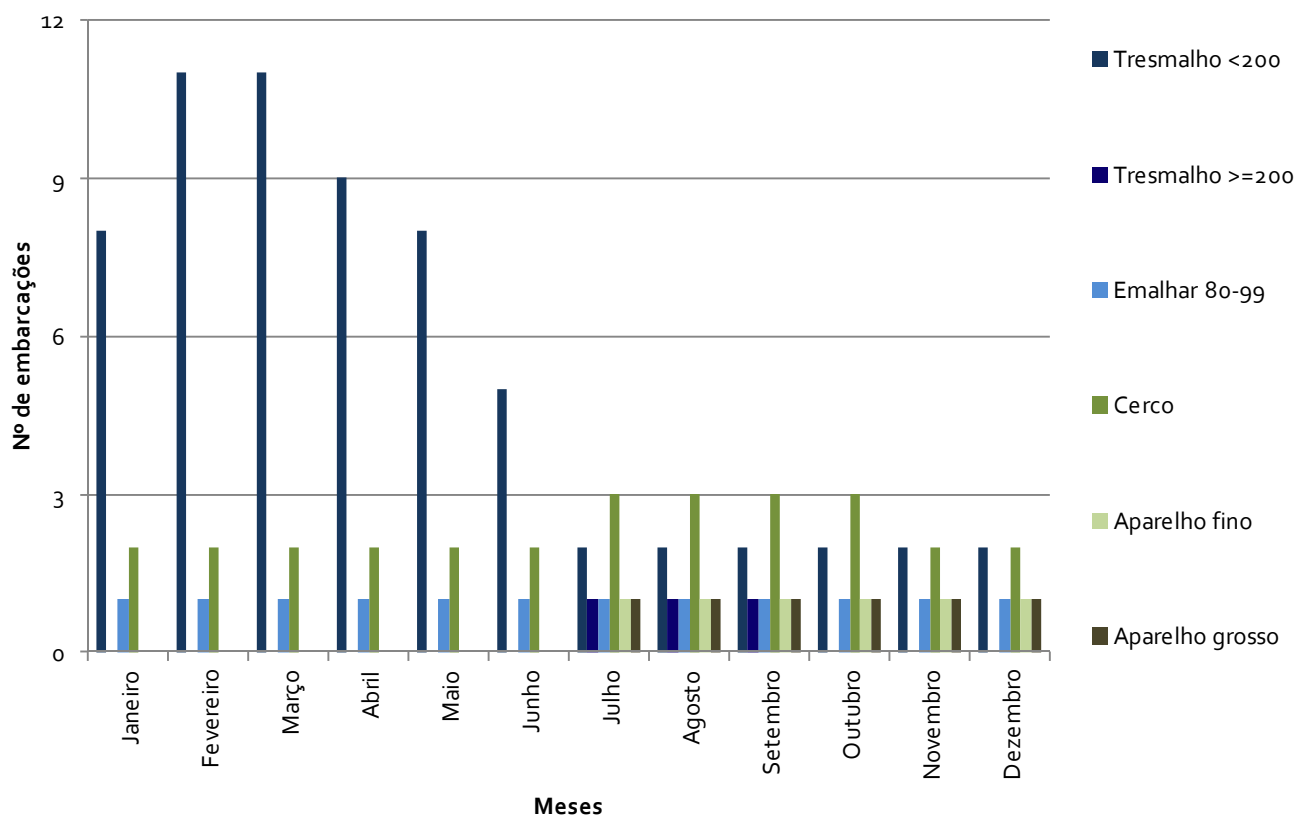
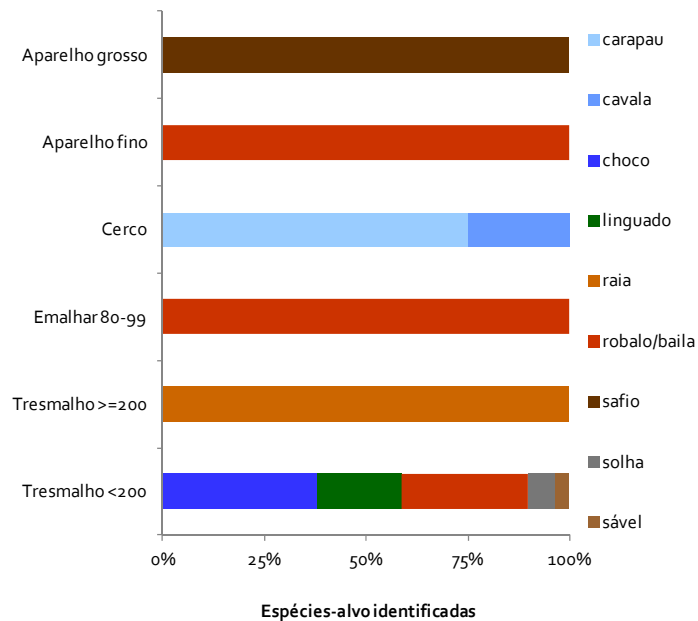
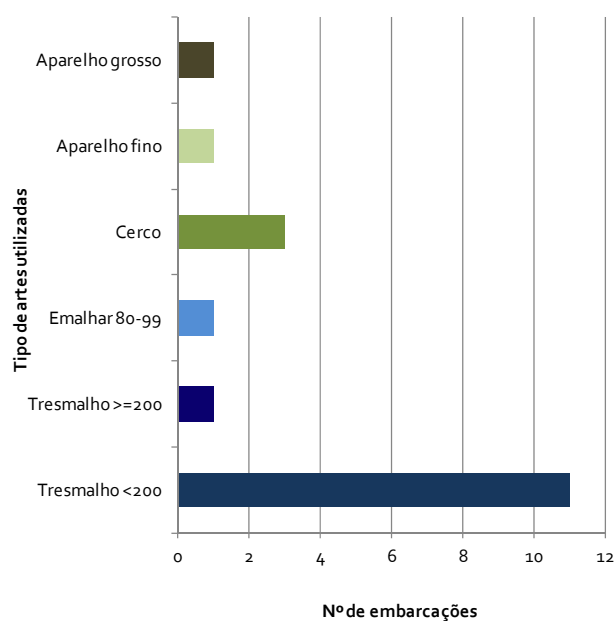


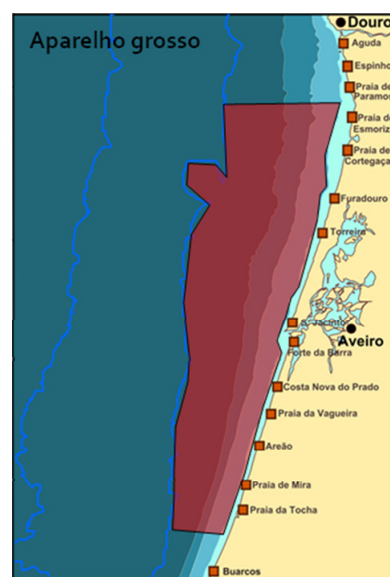
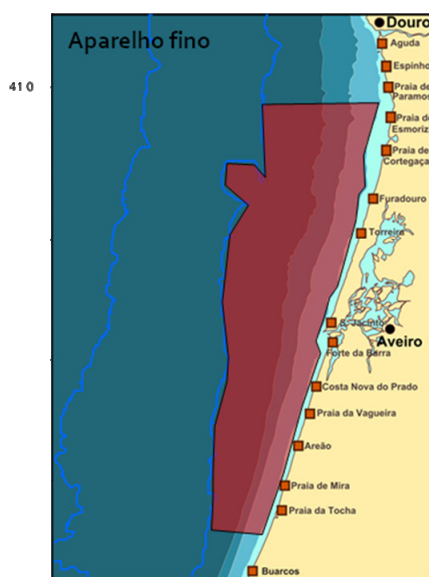
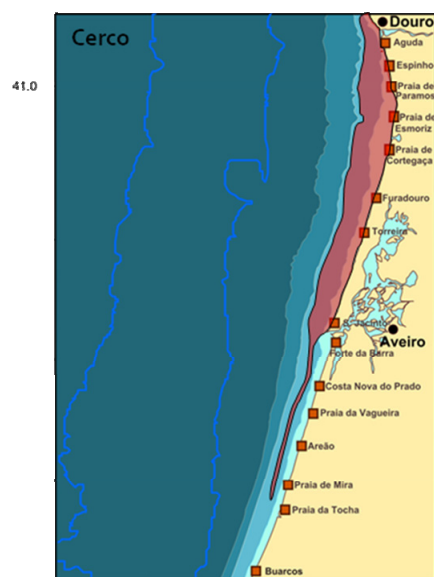
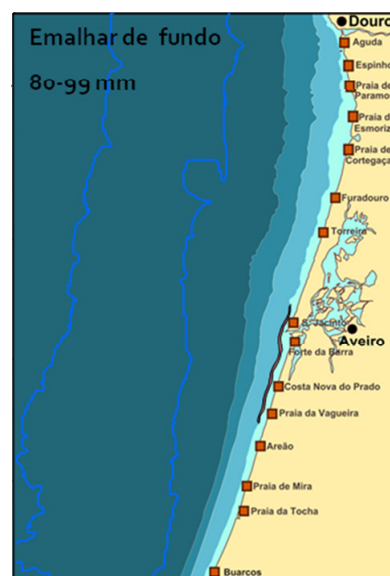
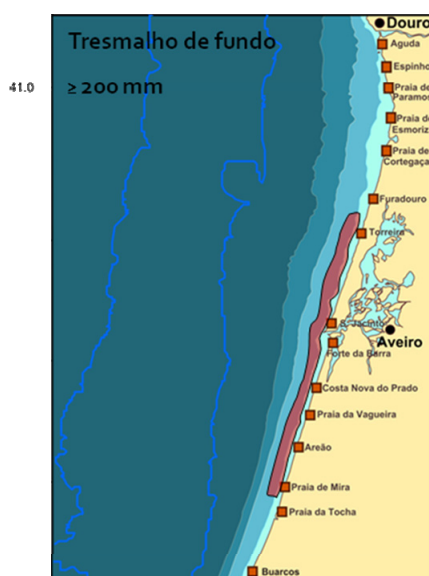
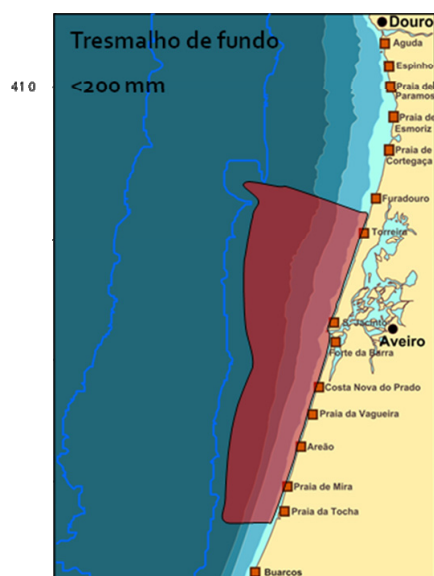


Aveiro, Costa Nova do Prado

N.º de inquéritos: 12

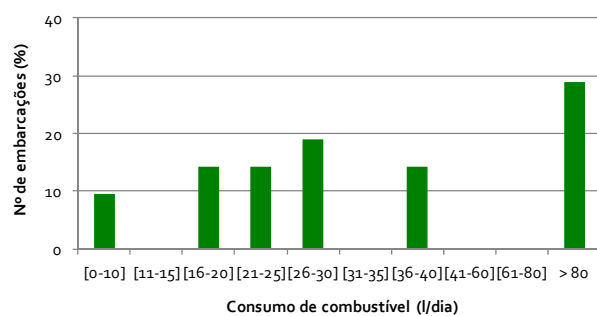
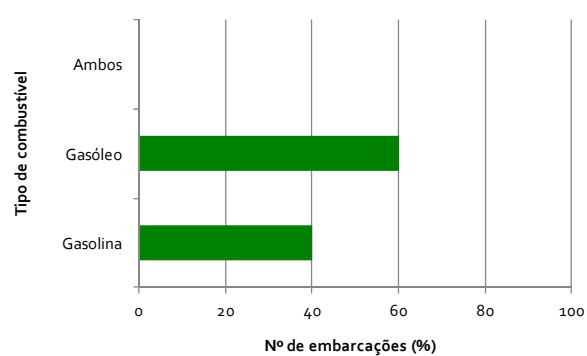
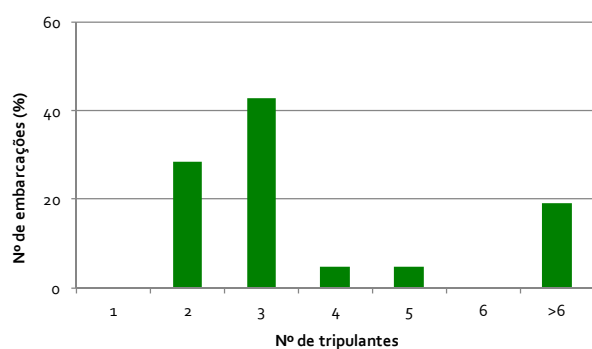
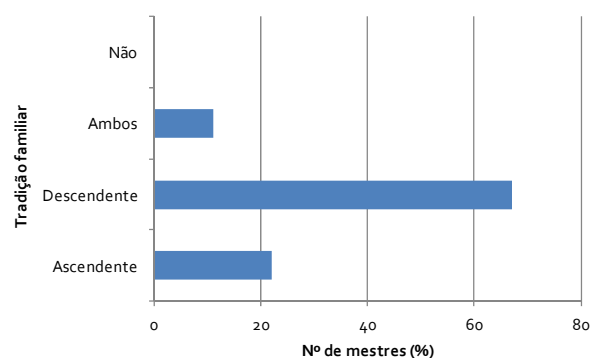
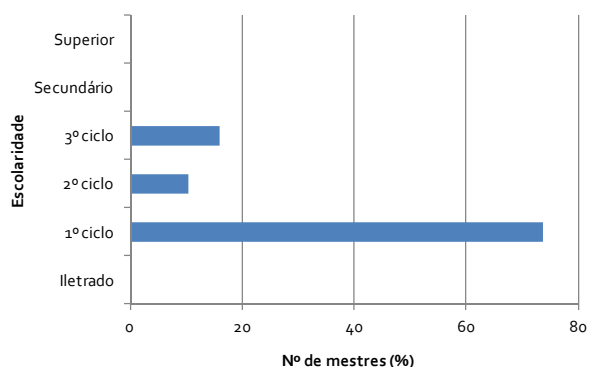
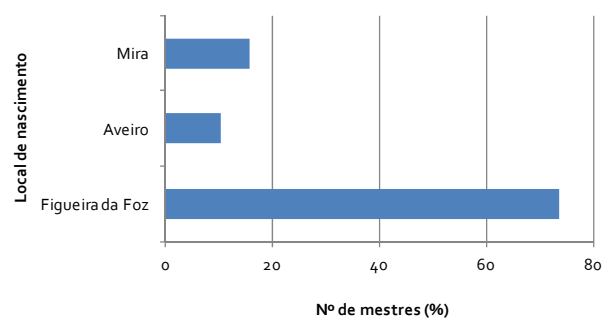
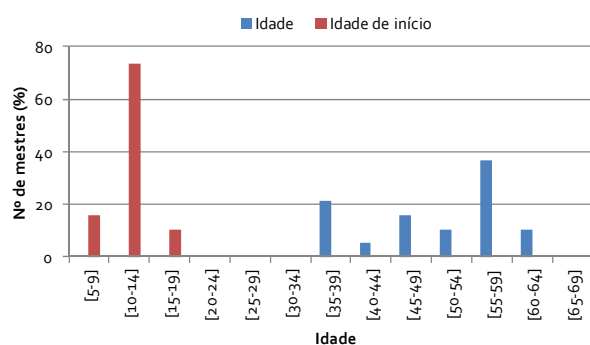
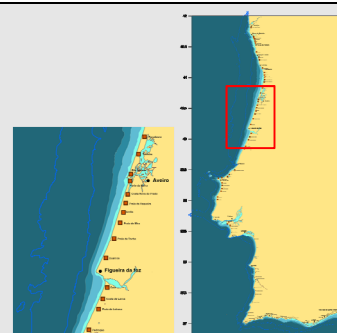


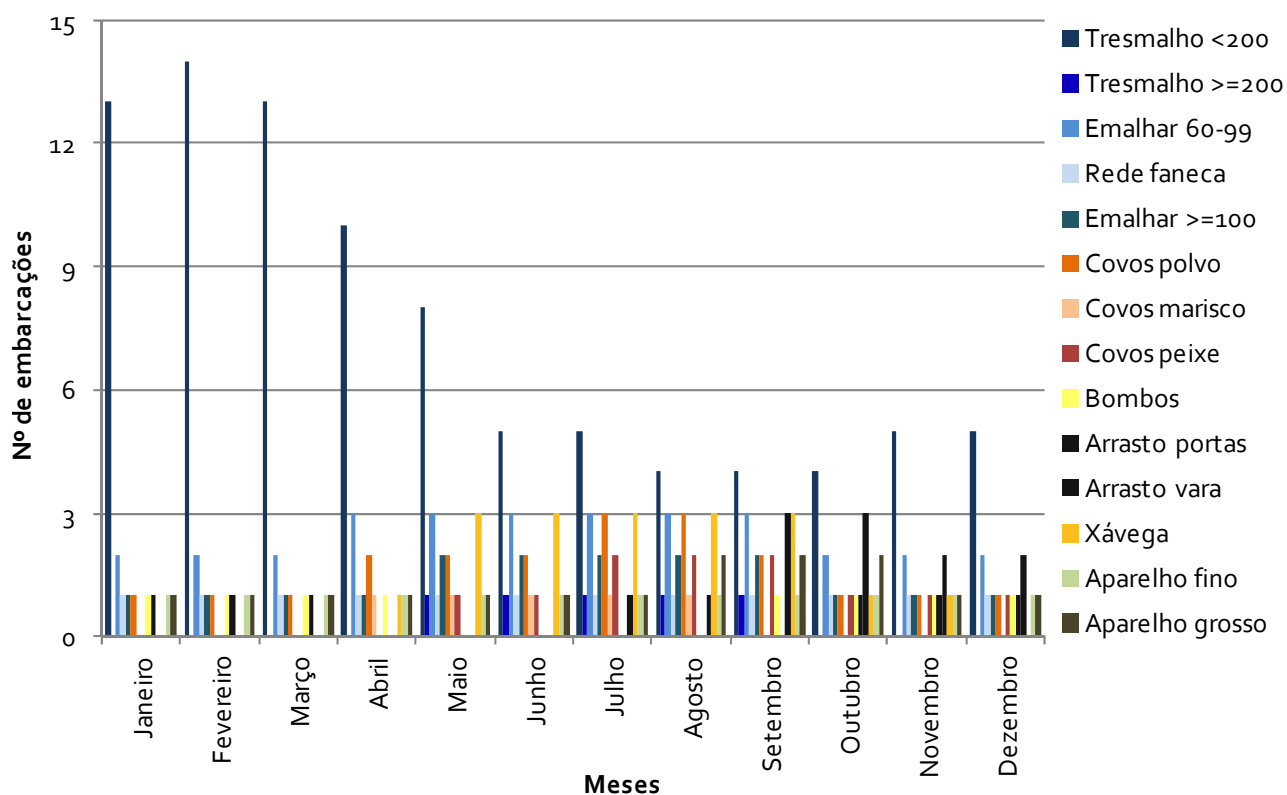
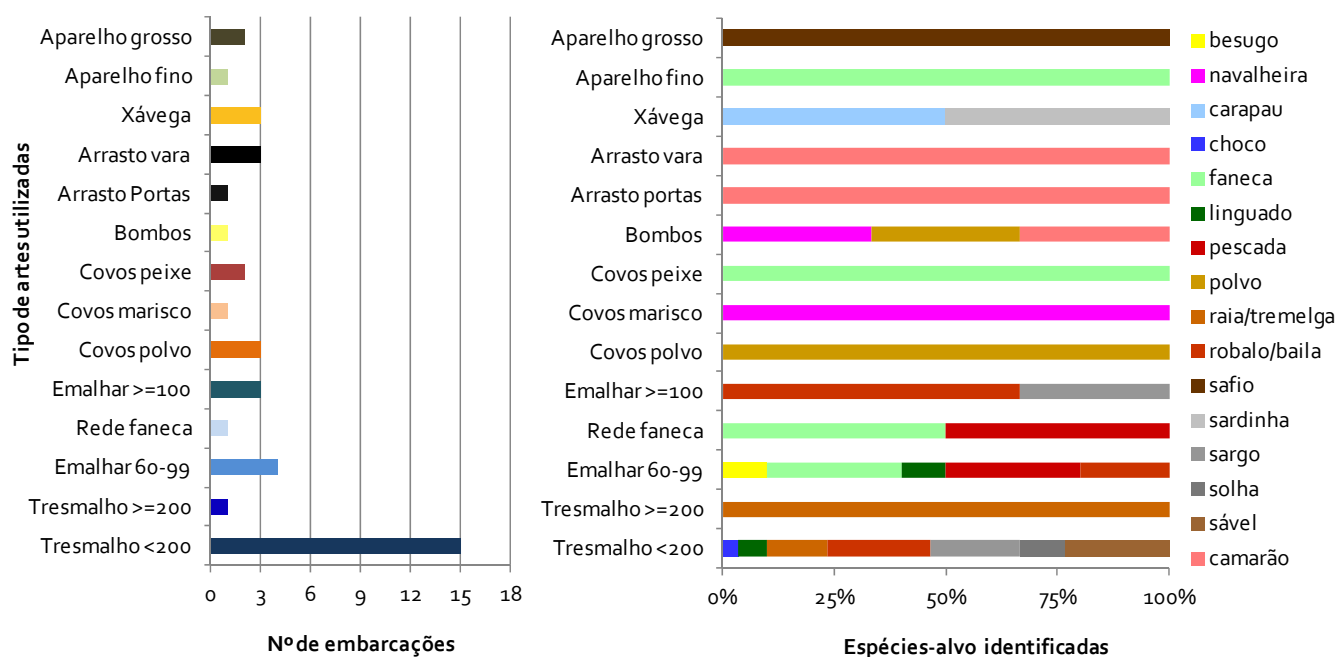


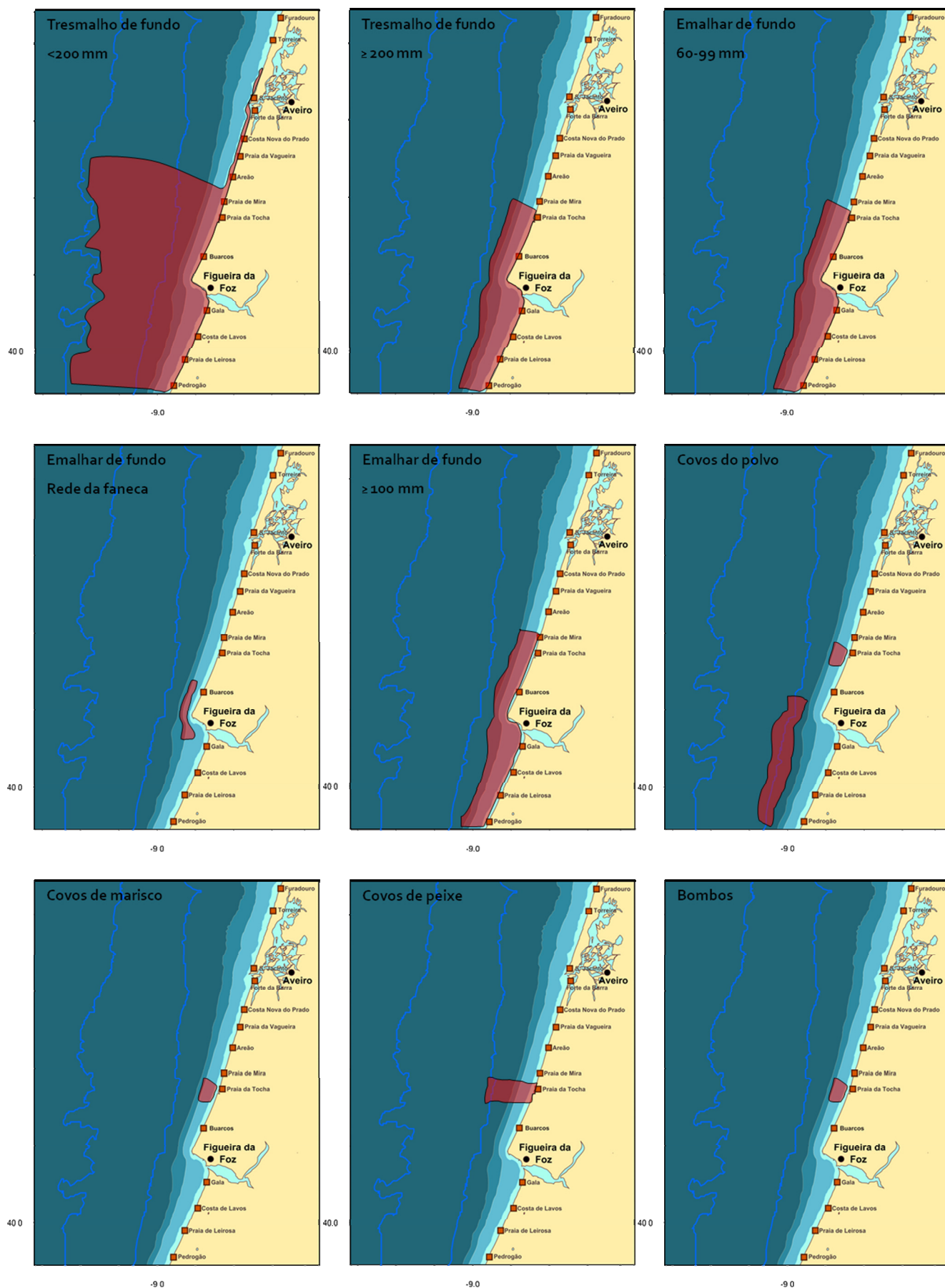


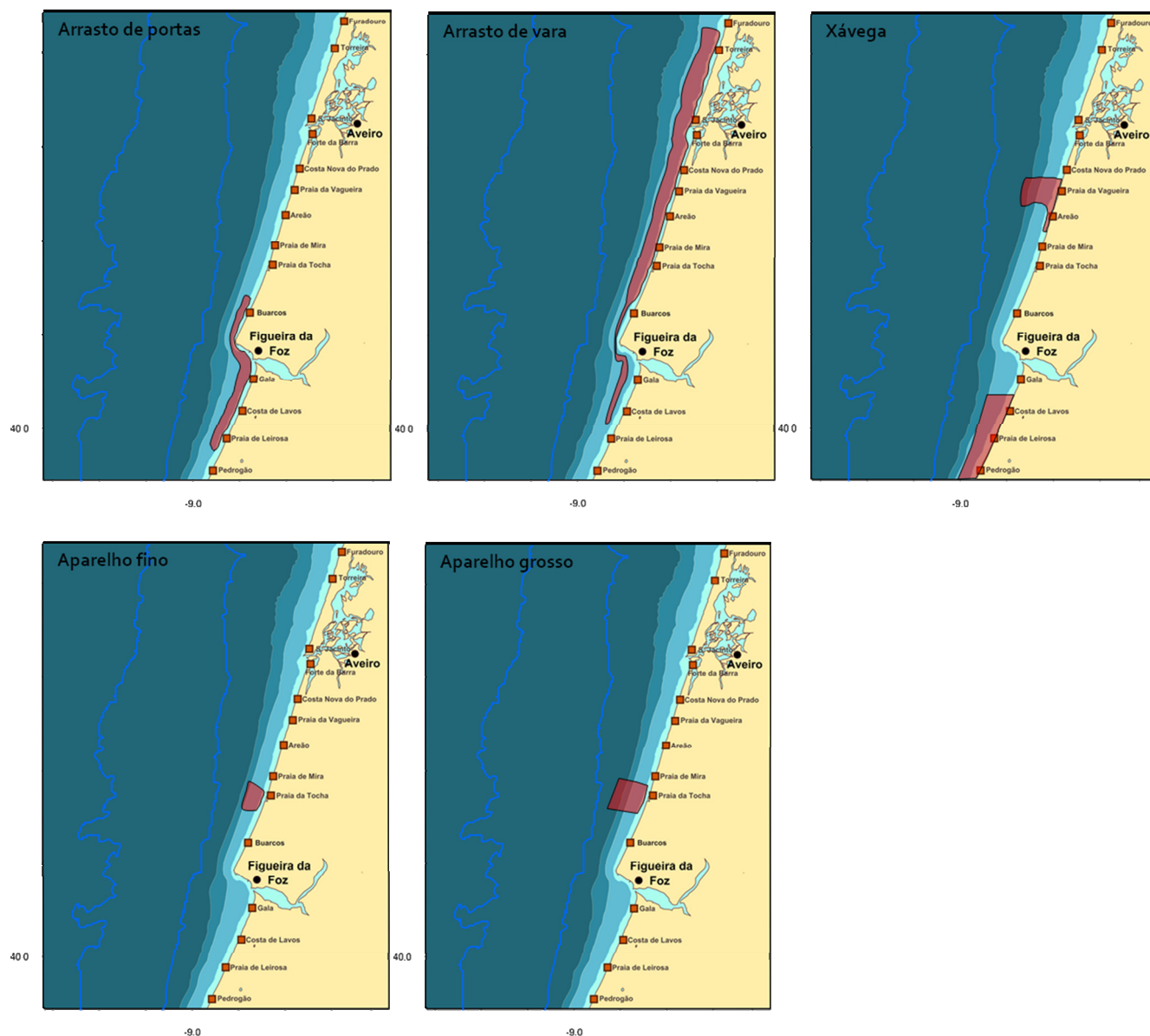
Figueira da Foz

N.º de inquéritos: 19



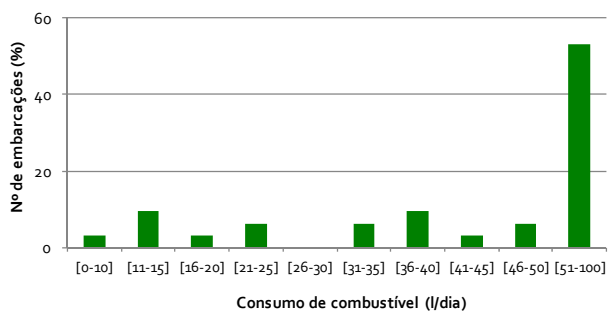
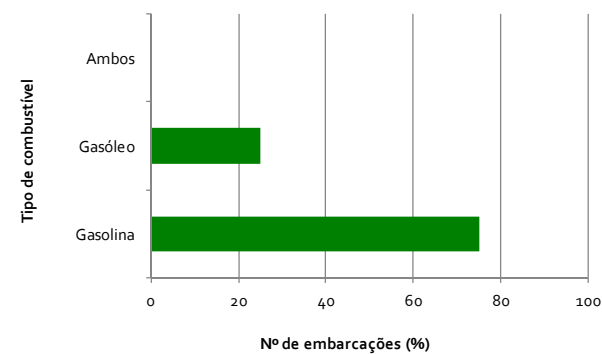
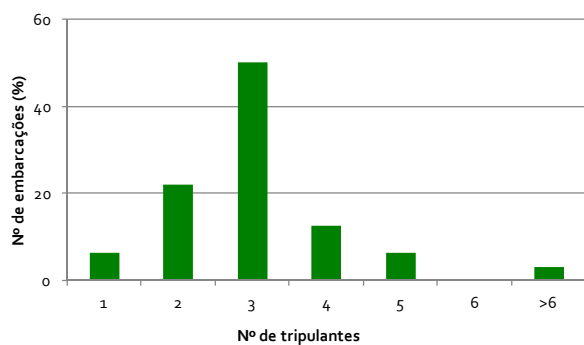
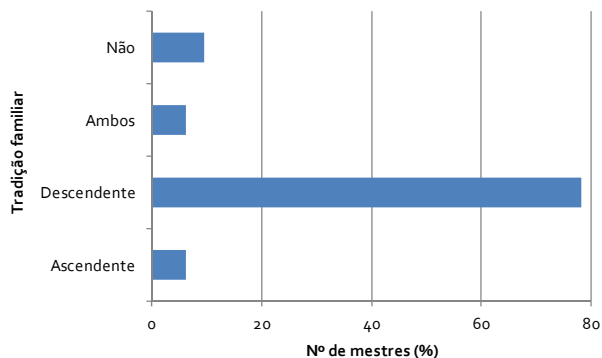
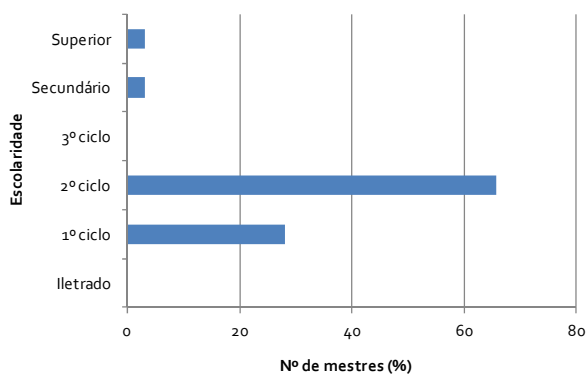
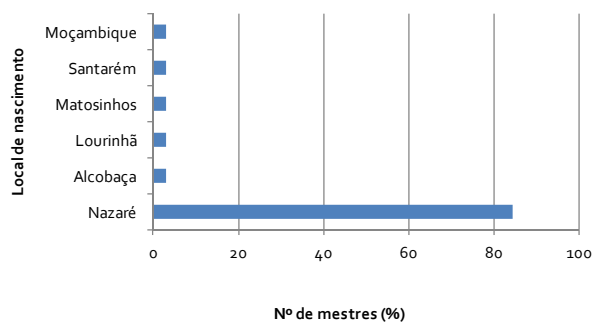
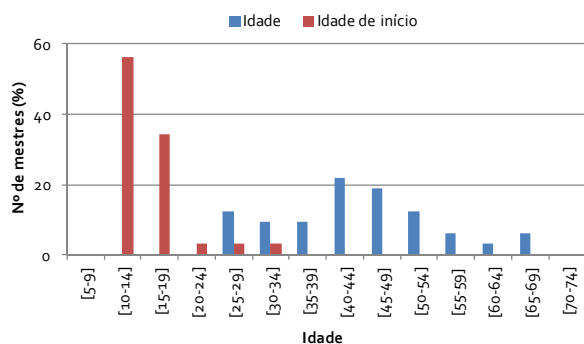
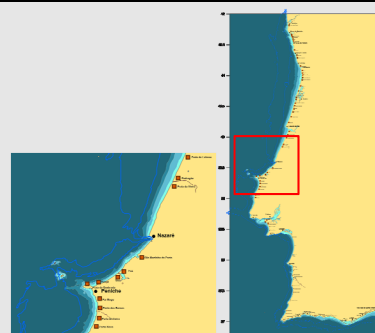


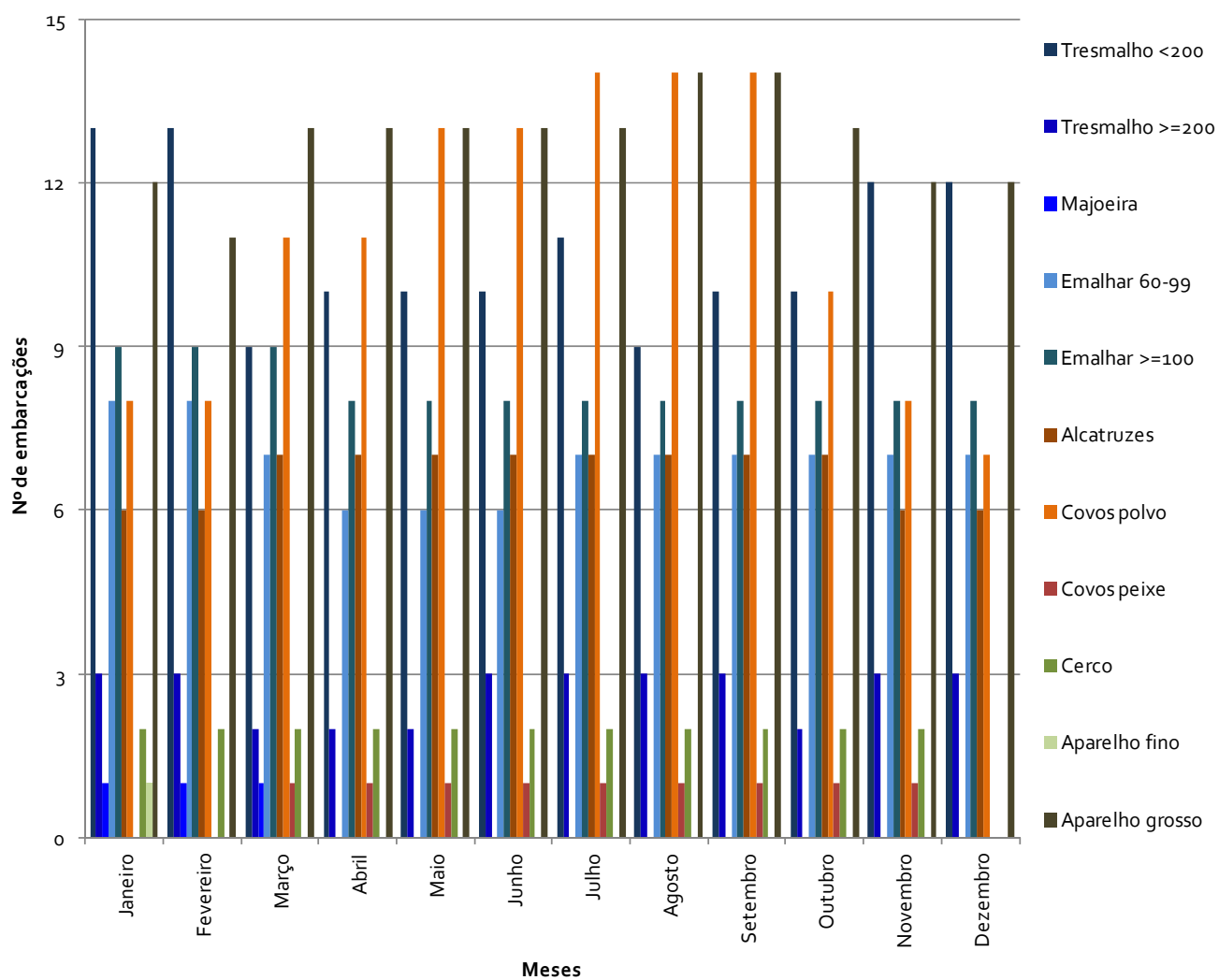
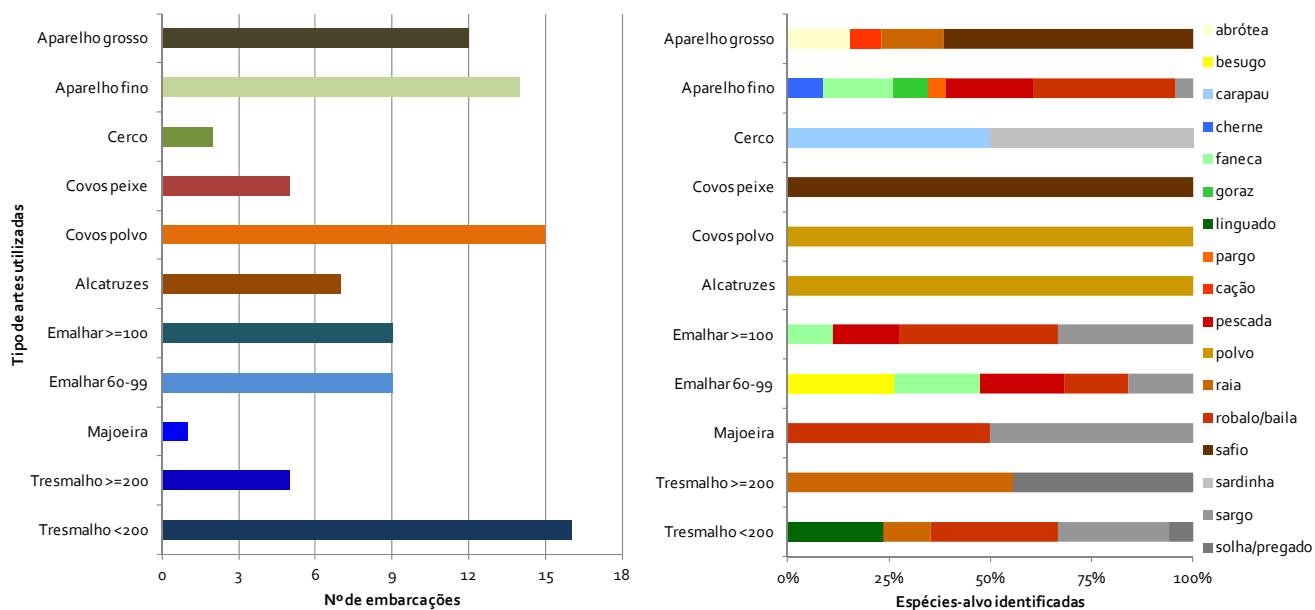


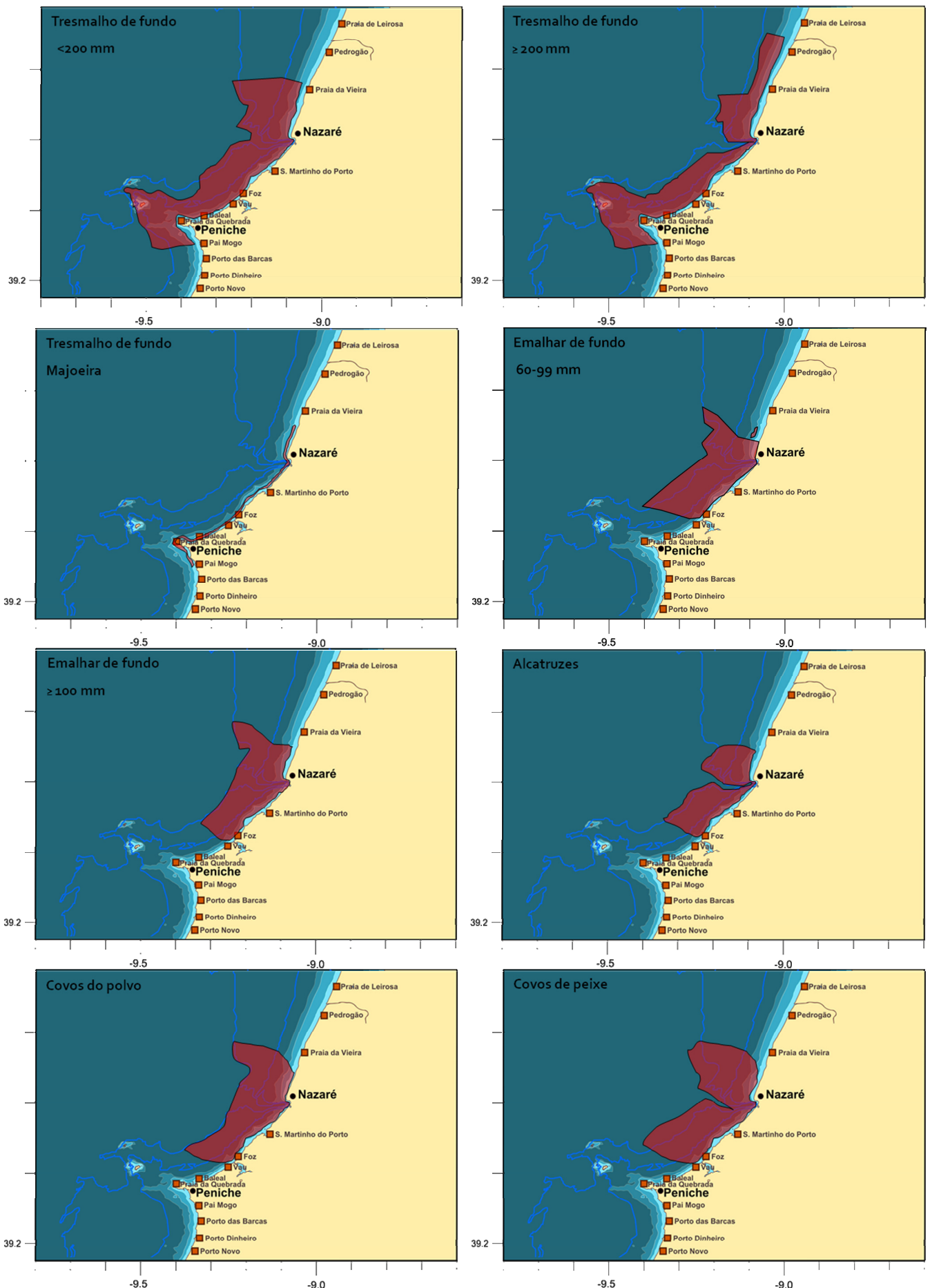


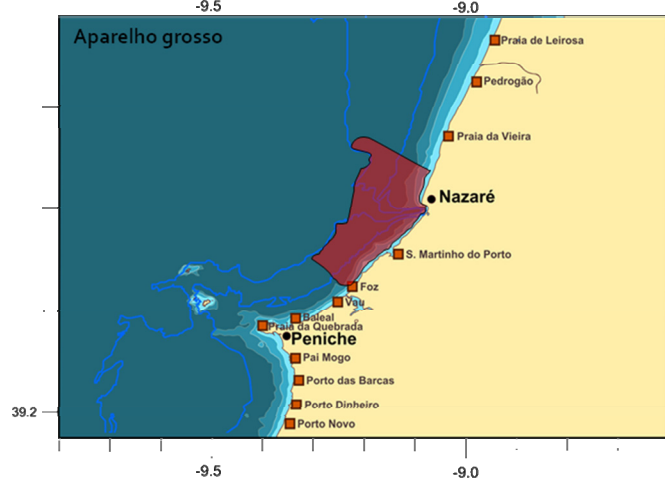
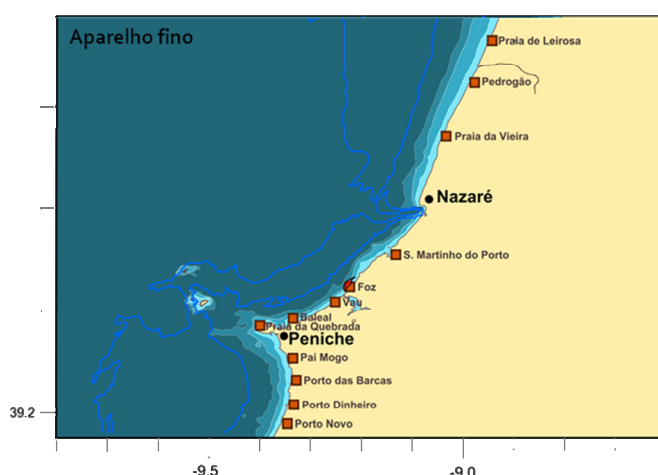
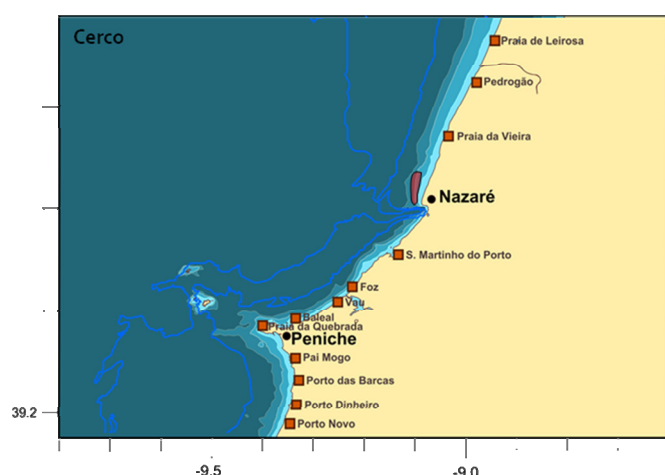
Nazaré

N.º de inquéritos: 32



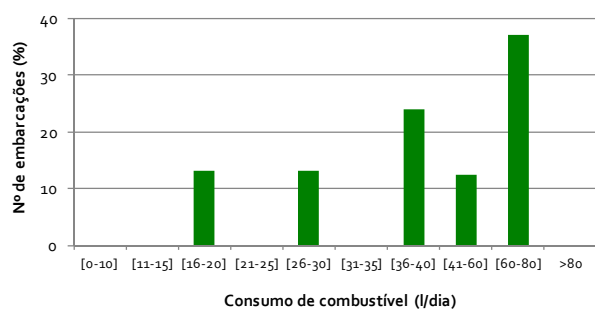
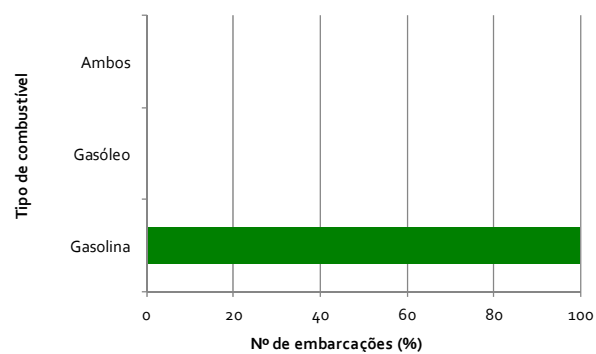
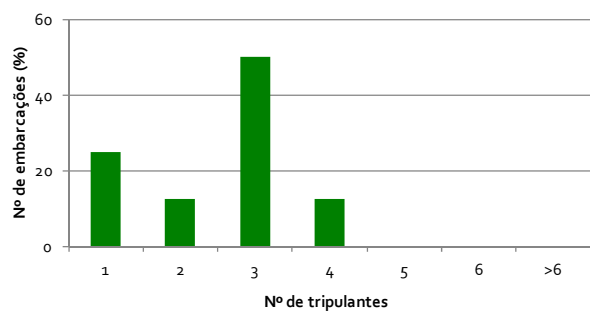
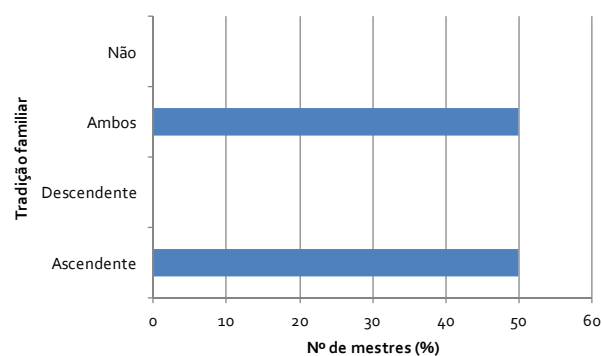
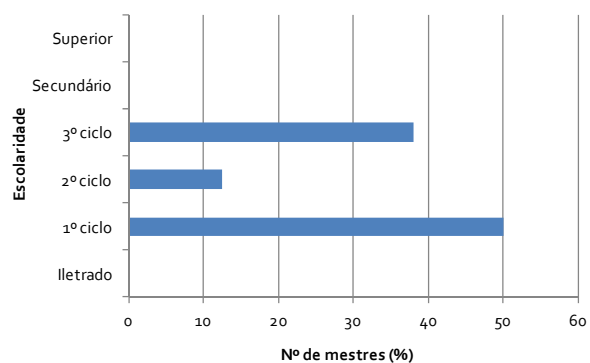
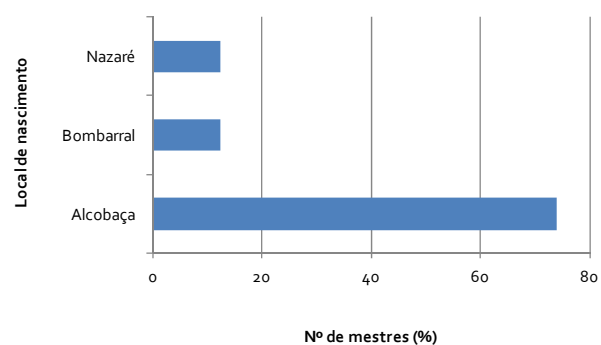
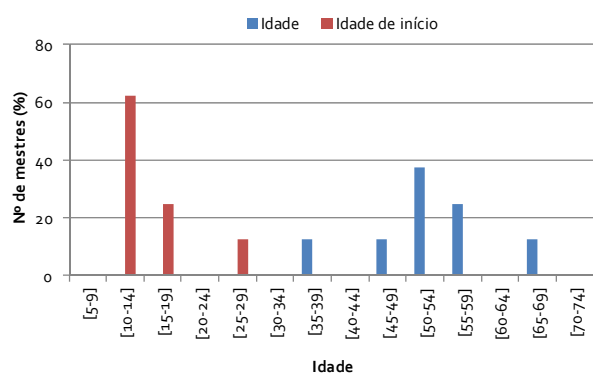
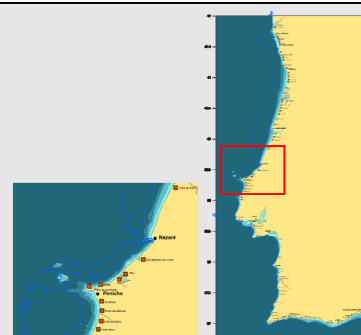


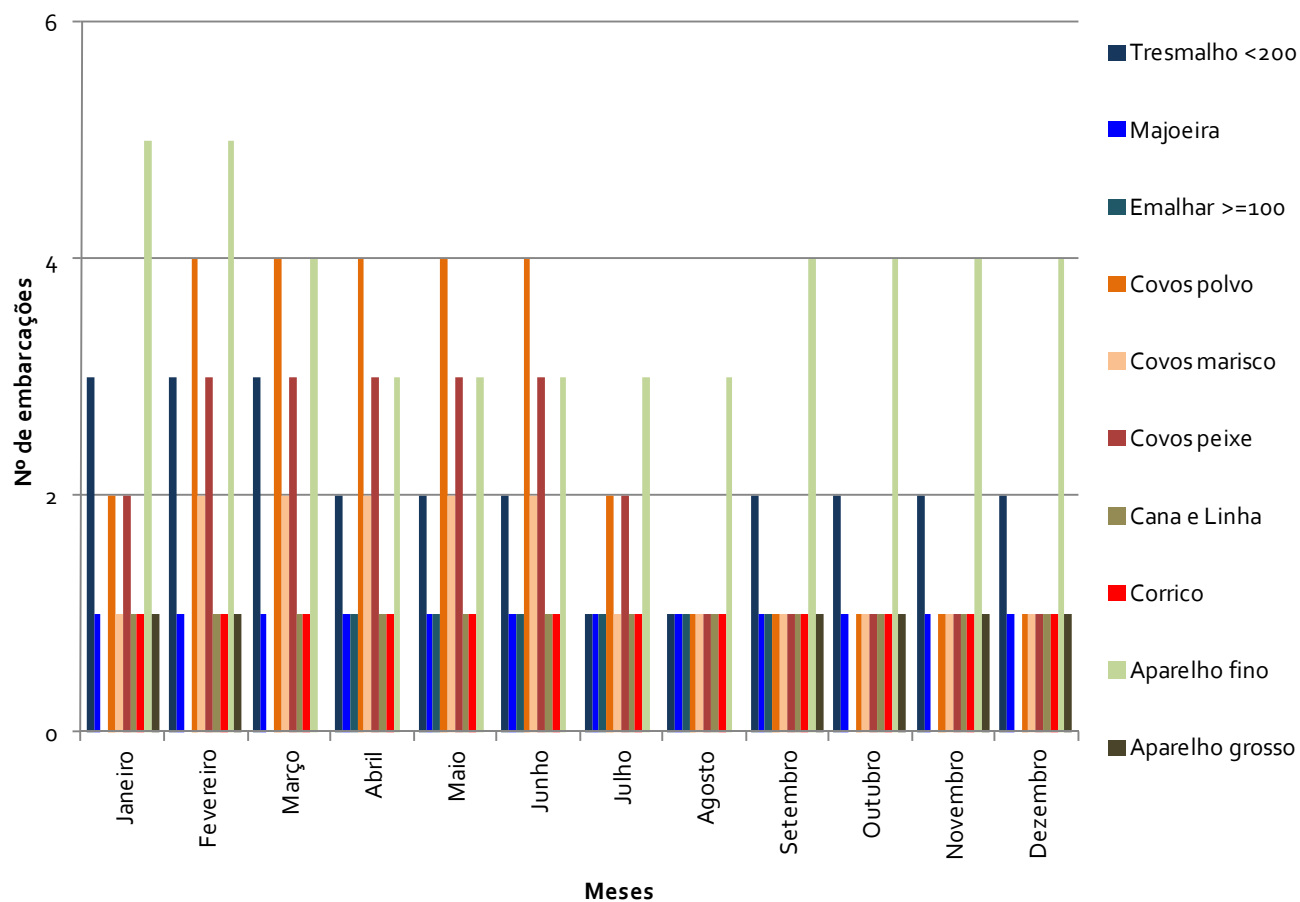
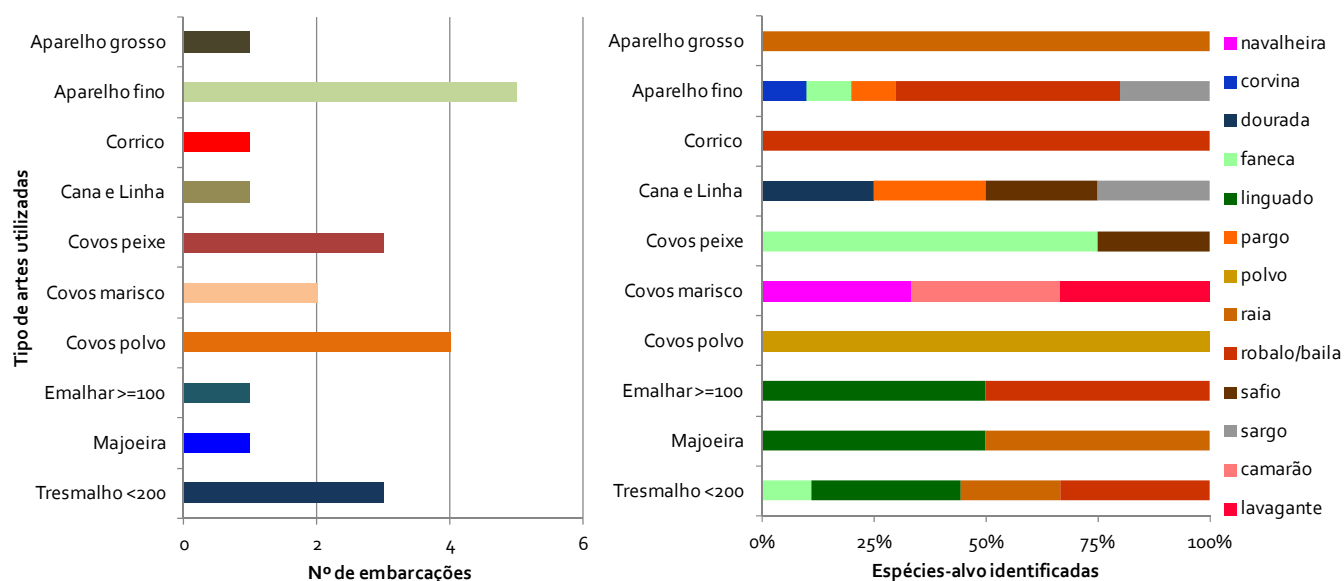


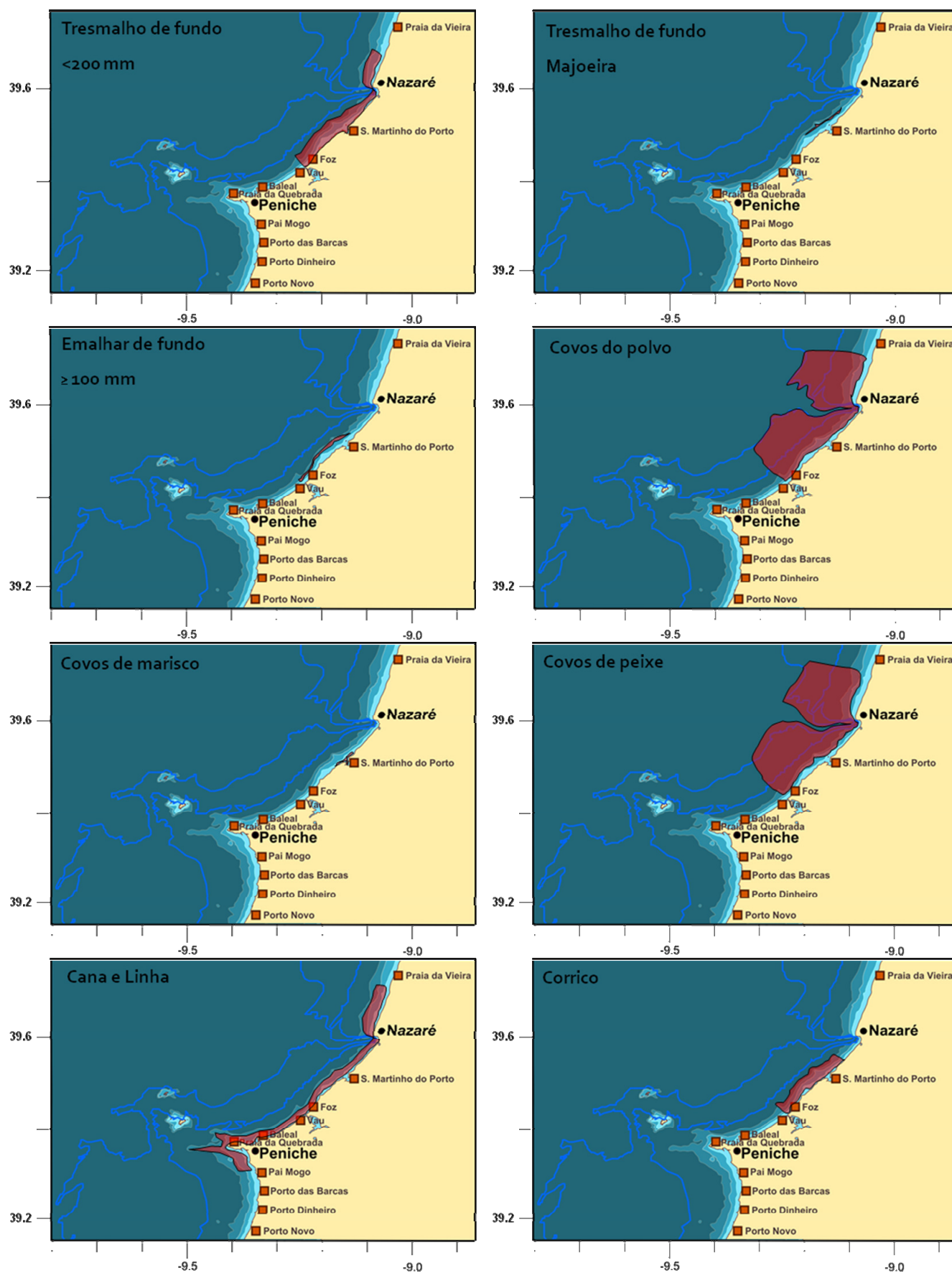


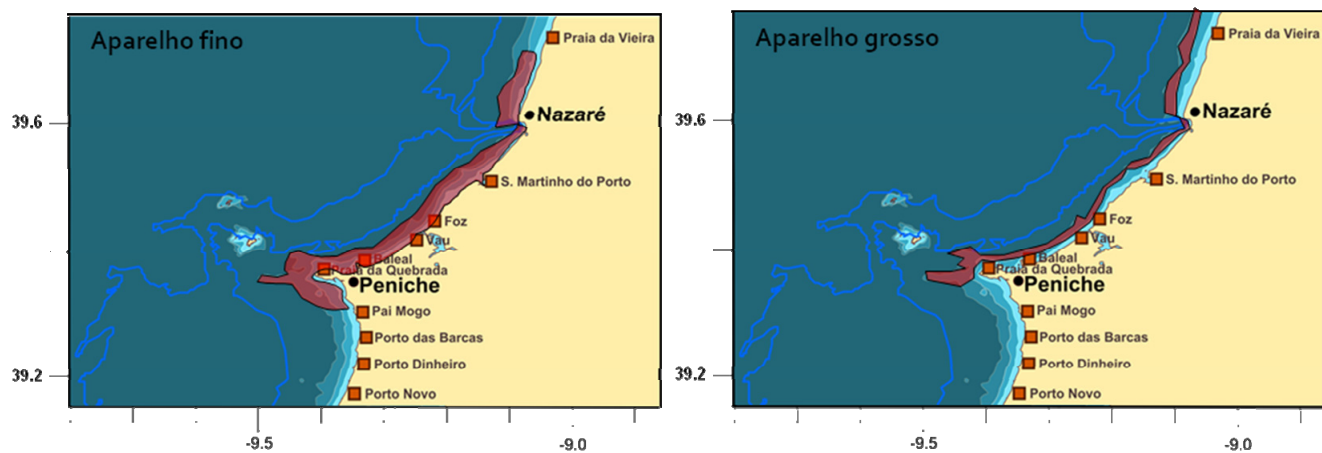
S. Martinho do Porto

N.º de inquéritos: 8



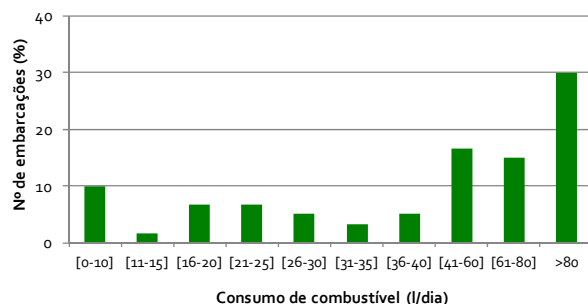
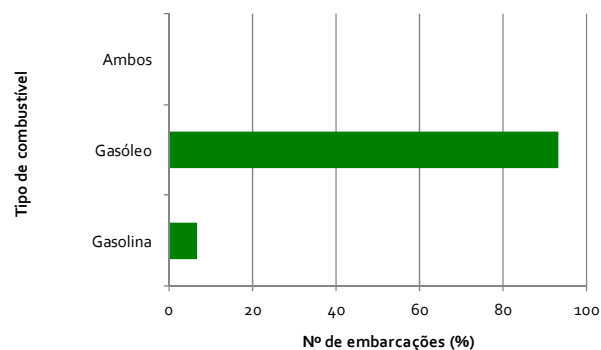
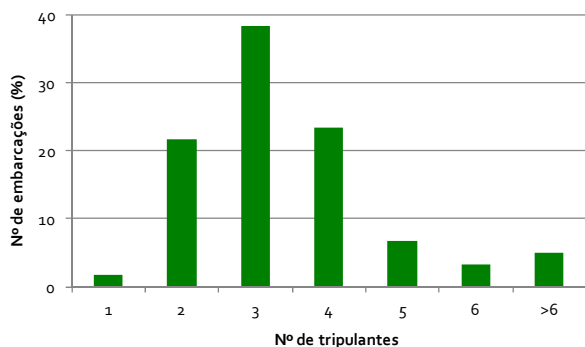
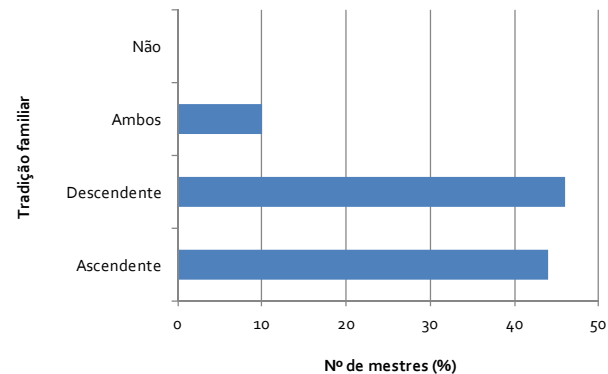
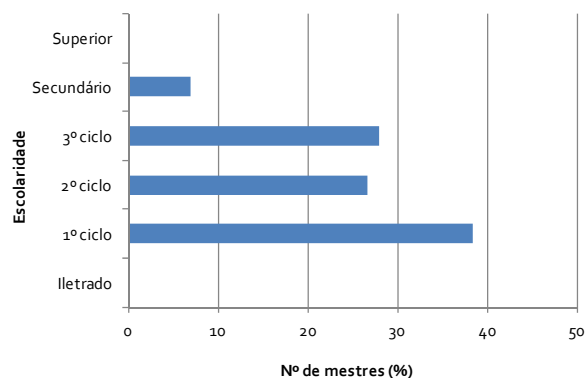
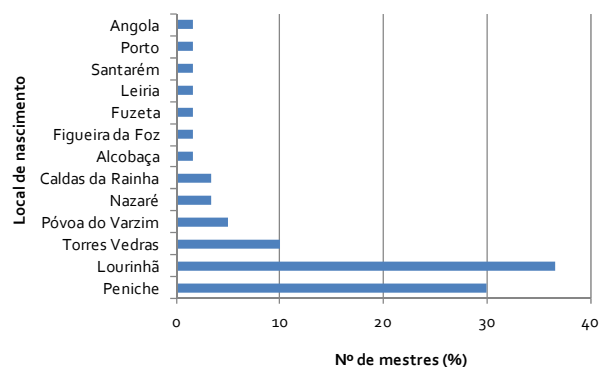
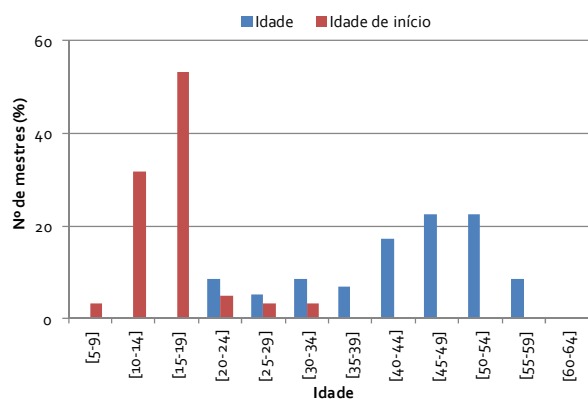
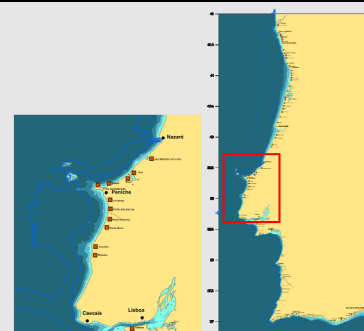


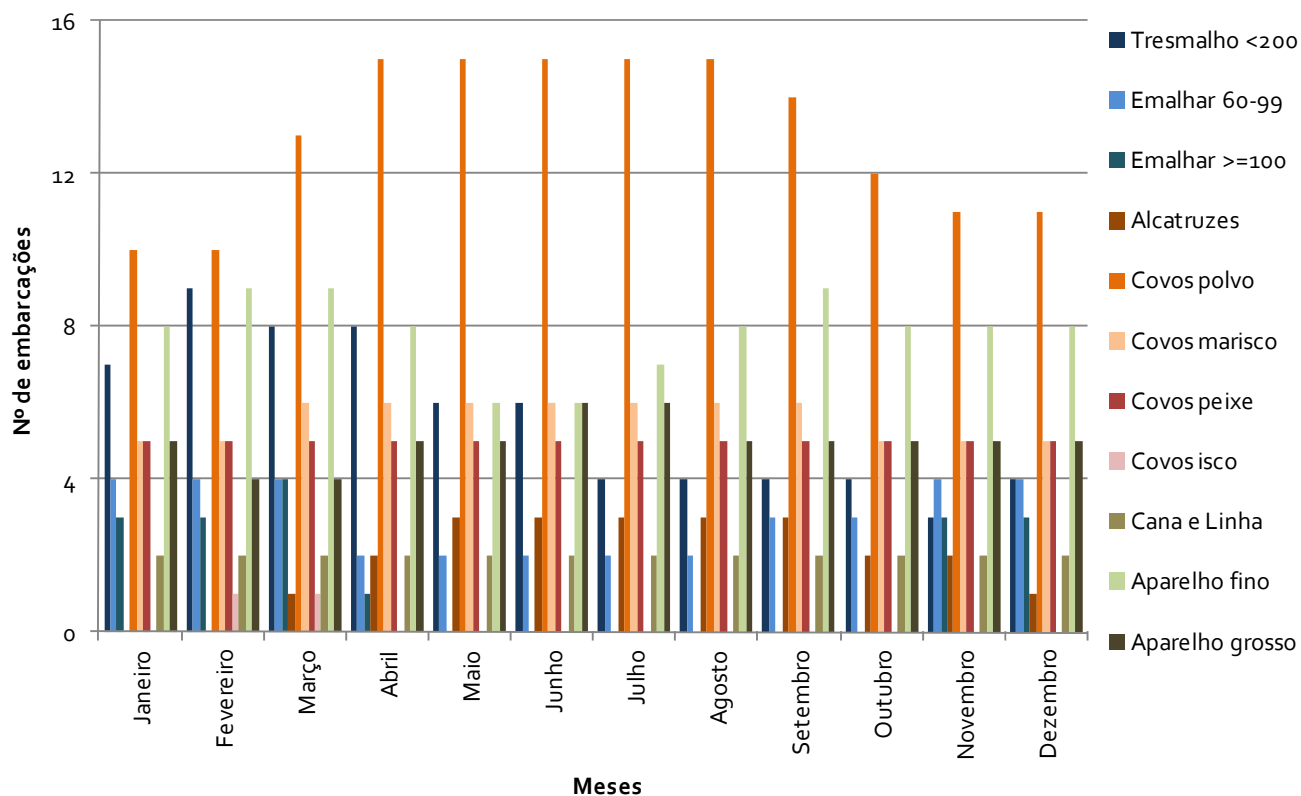
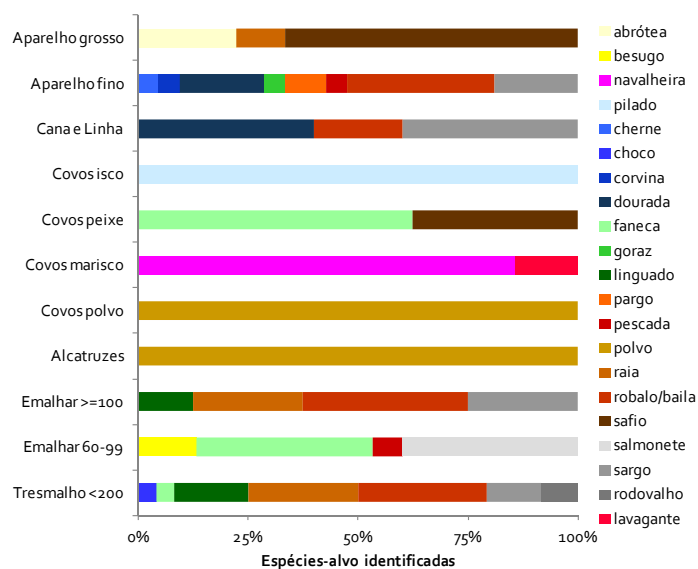
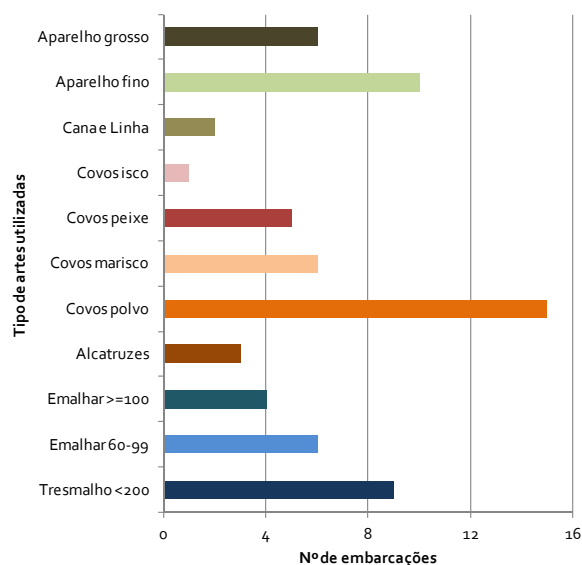


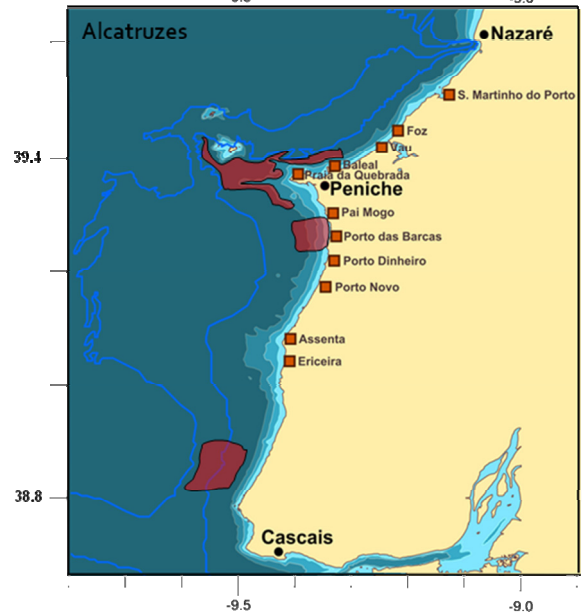
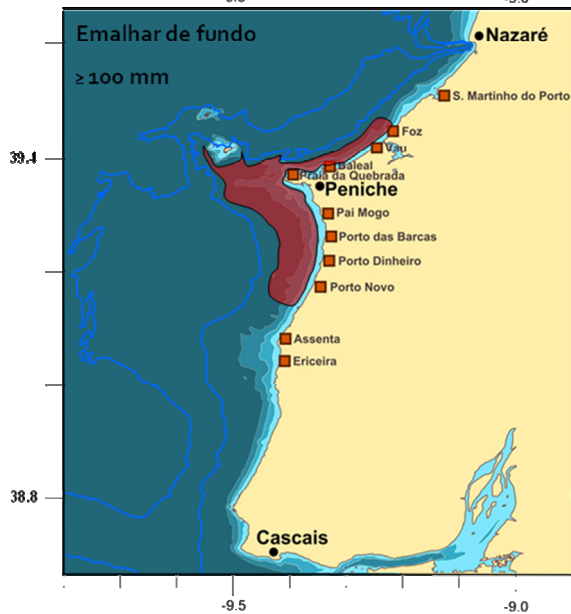
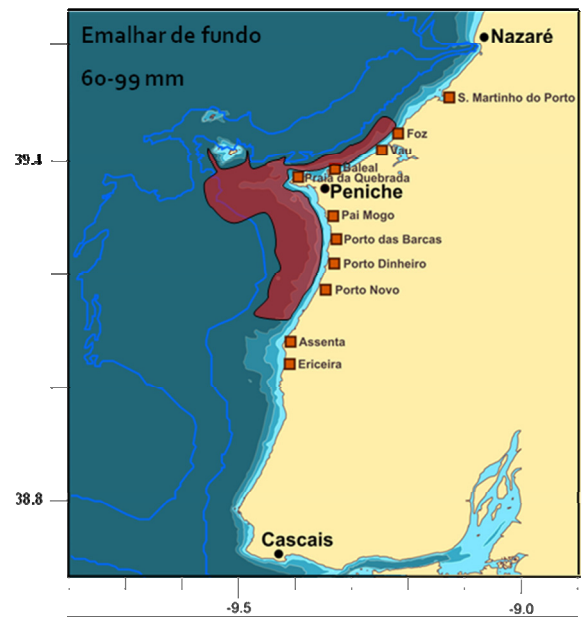
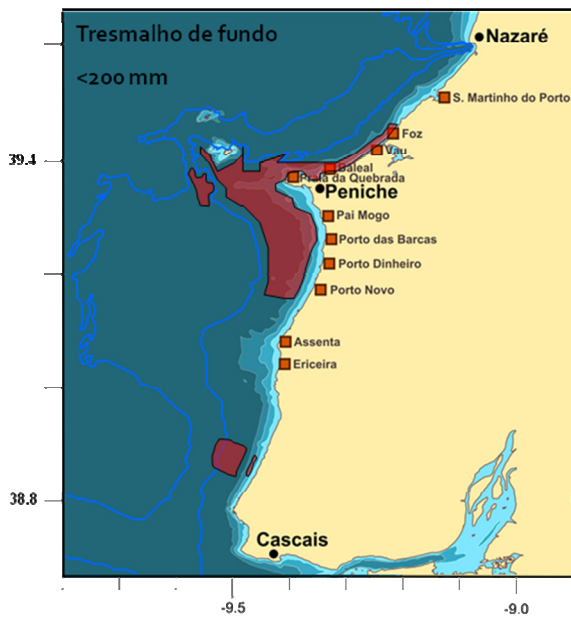


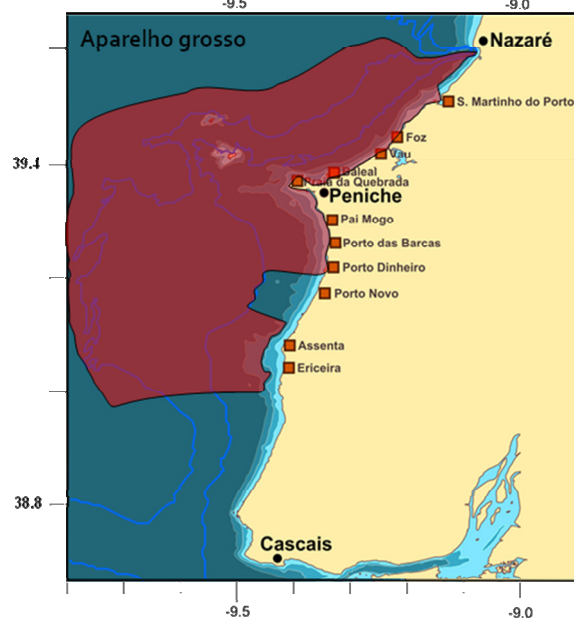
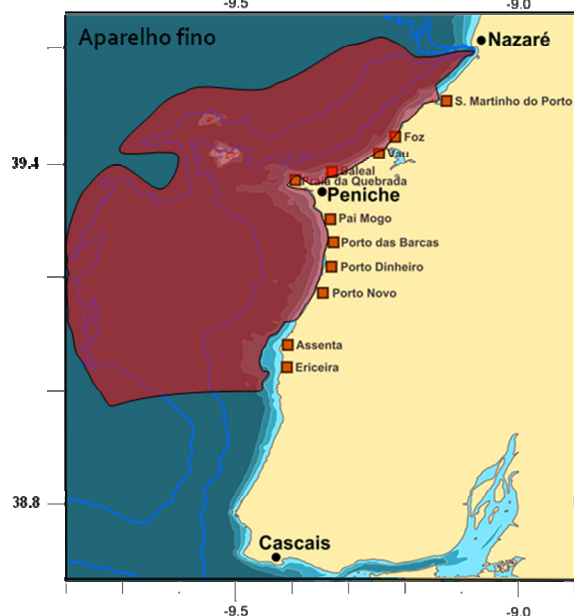
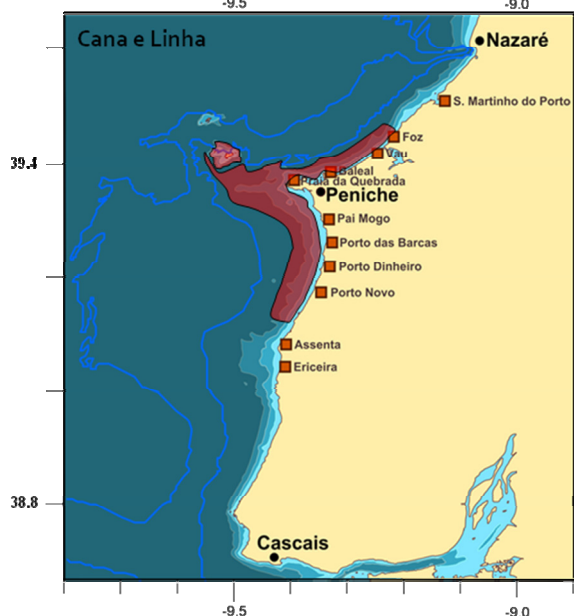
Peniche

N.º de inquéritos: 60











NUTS II – LISBOA E VALE DO TEJO

Portos de Pesca

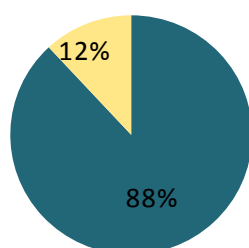
- Assenta
- Ericeira
- Cascais
- Paço d'Arcos
- Trafaria
- Cova do Vapor
- Costa da Caparica
- Fonte da Telha
- Sesimbra
- Setúbal

Descrição da frota para NUTS II Lisboa e Vale do Tejo

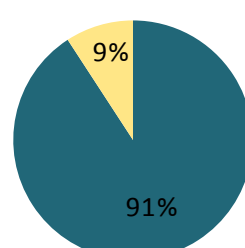
Nº total de embarcações: 1273 (Local- 1120; Costeira - 153)

Nº total de licenças: 5273 (Local- 4750; Costeira - 523)

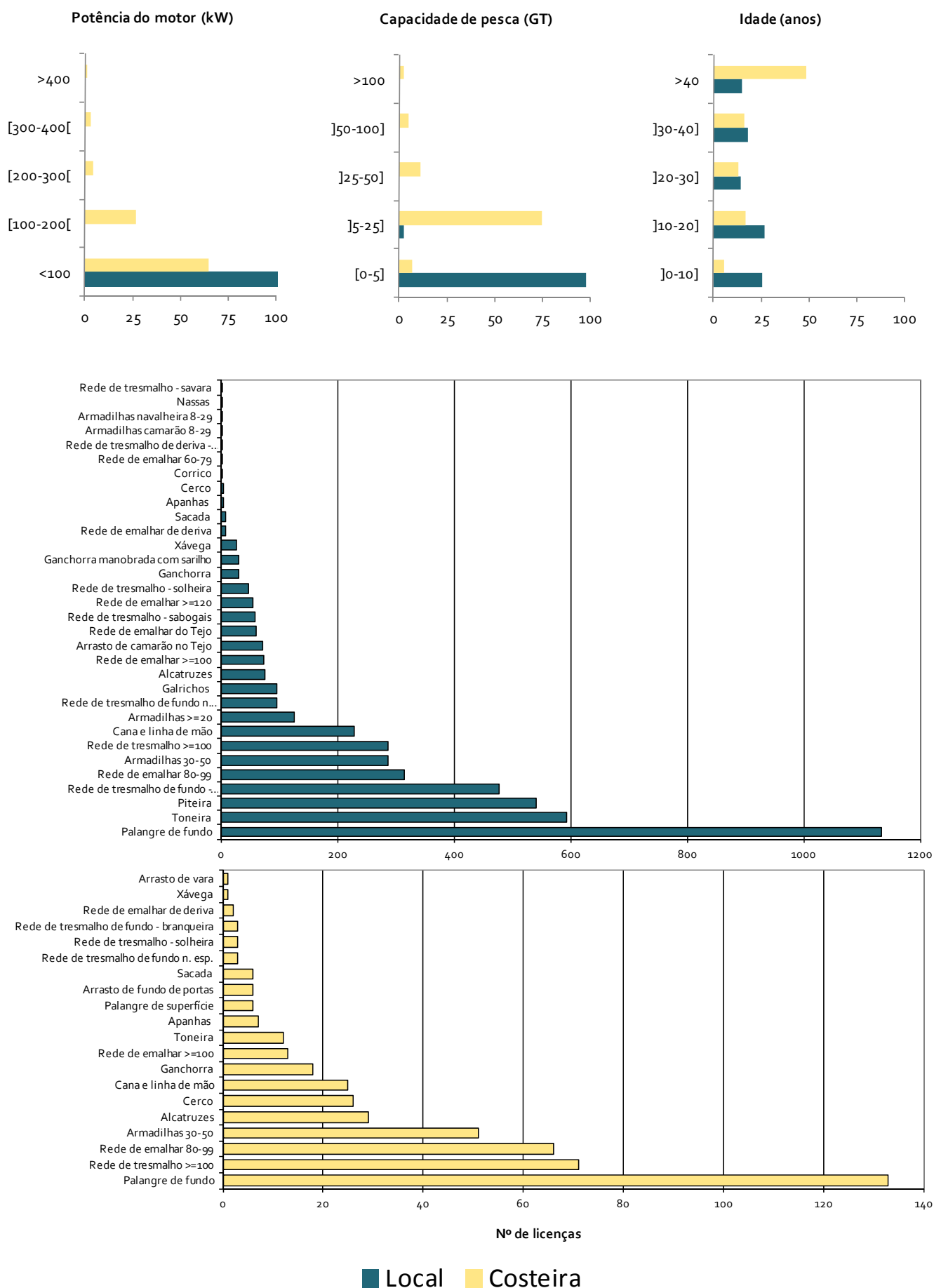
Embarcações



Licenças

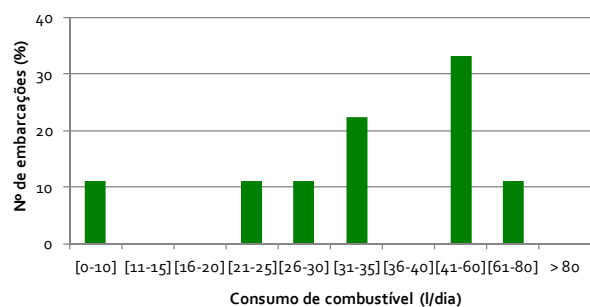
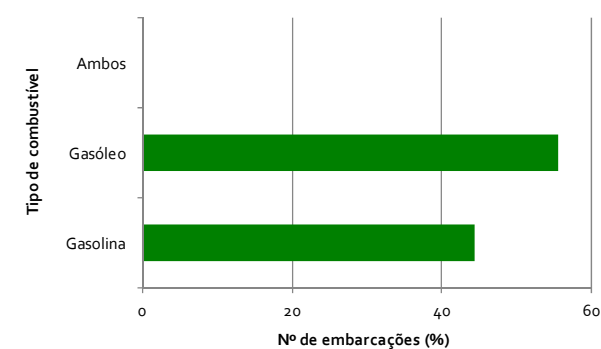
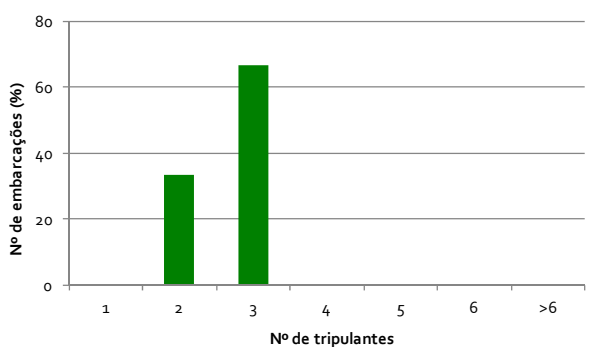
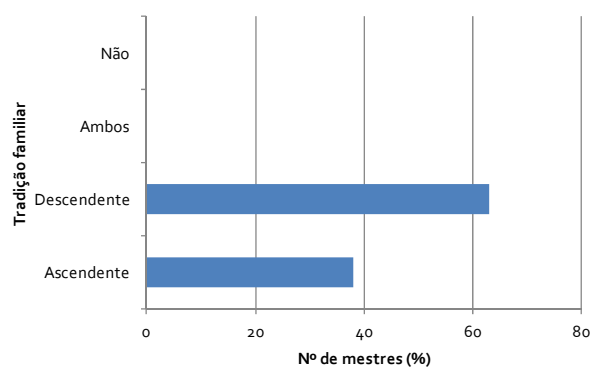
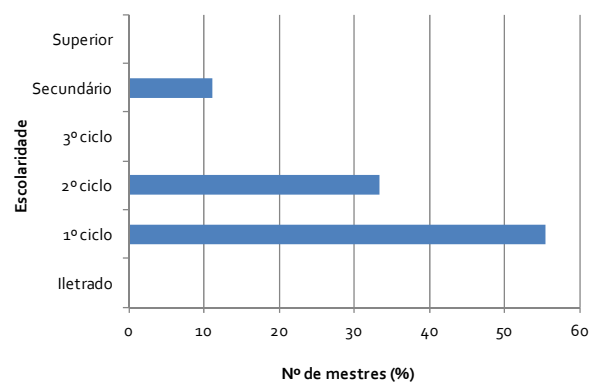
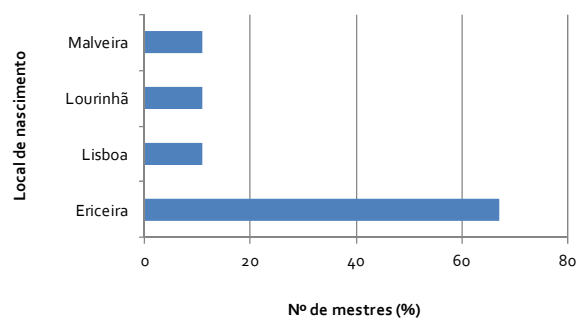
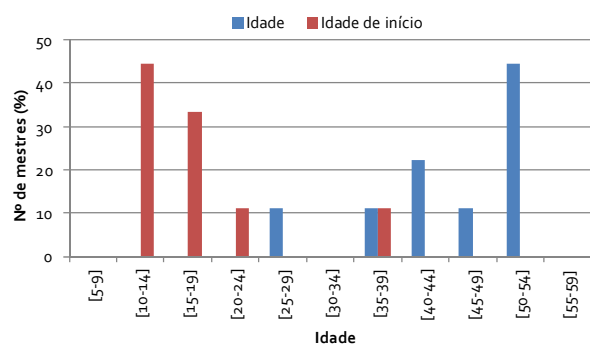
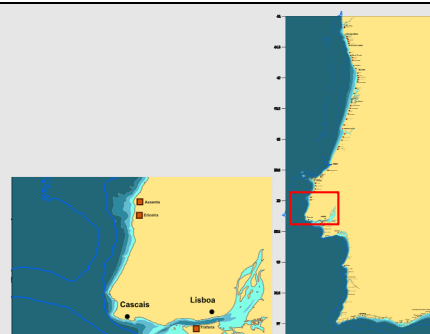


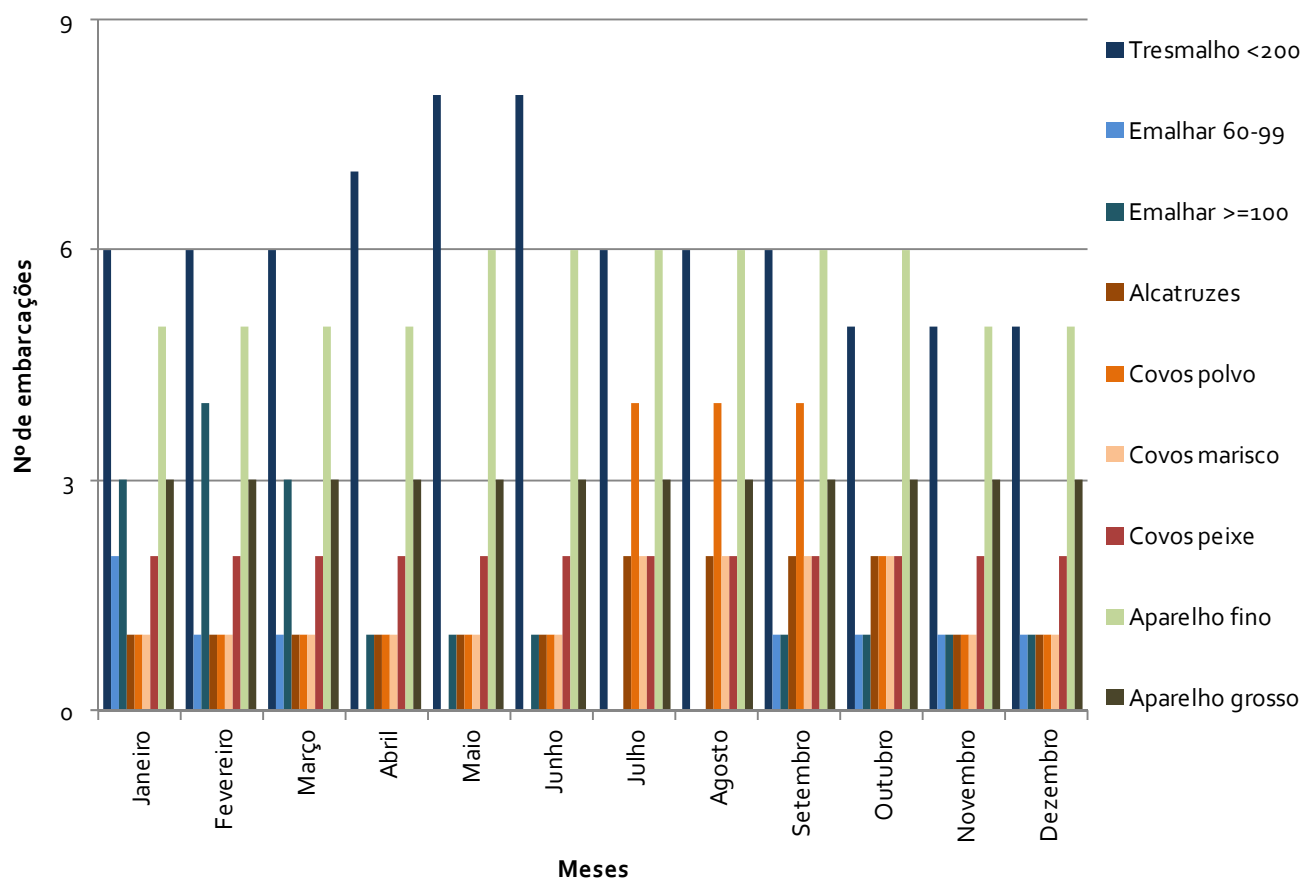
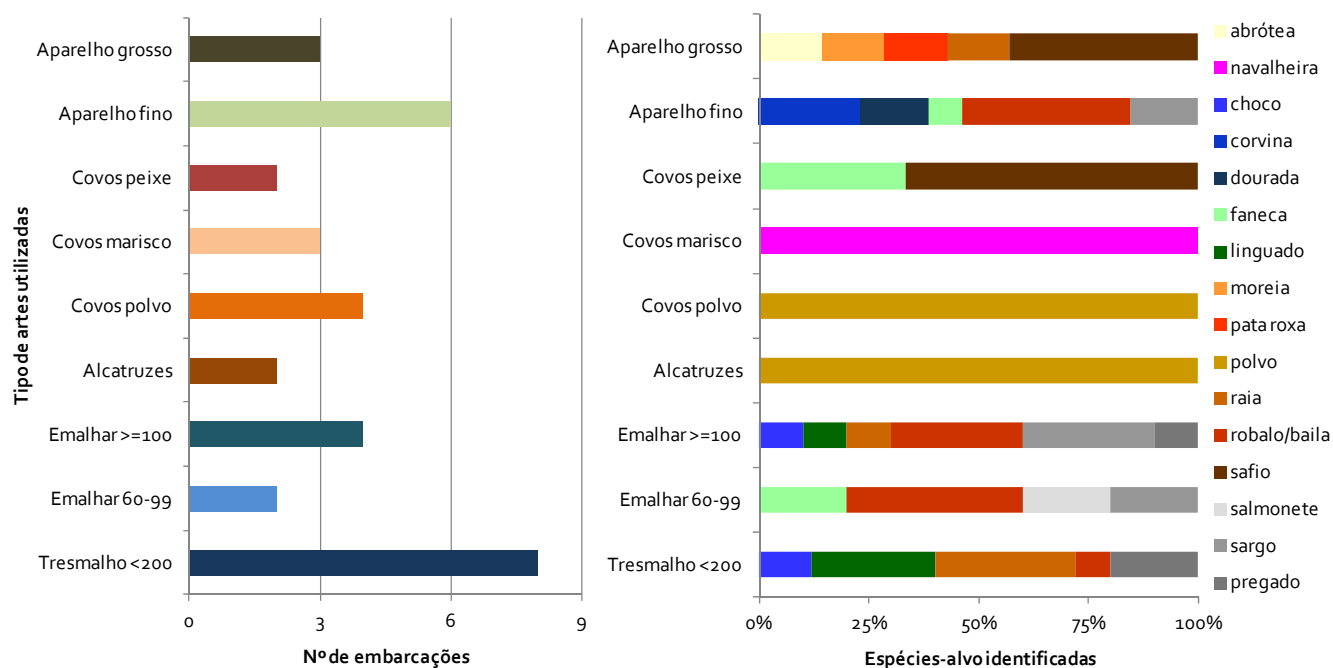
■ Local ■ Costeira

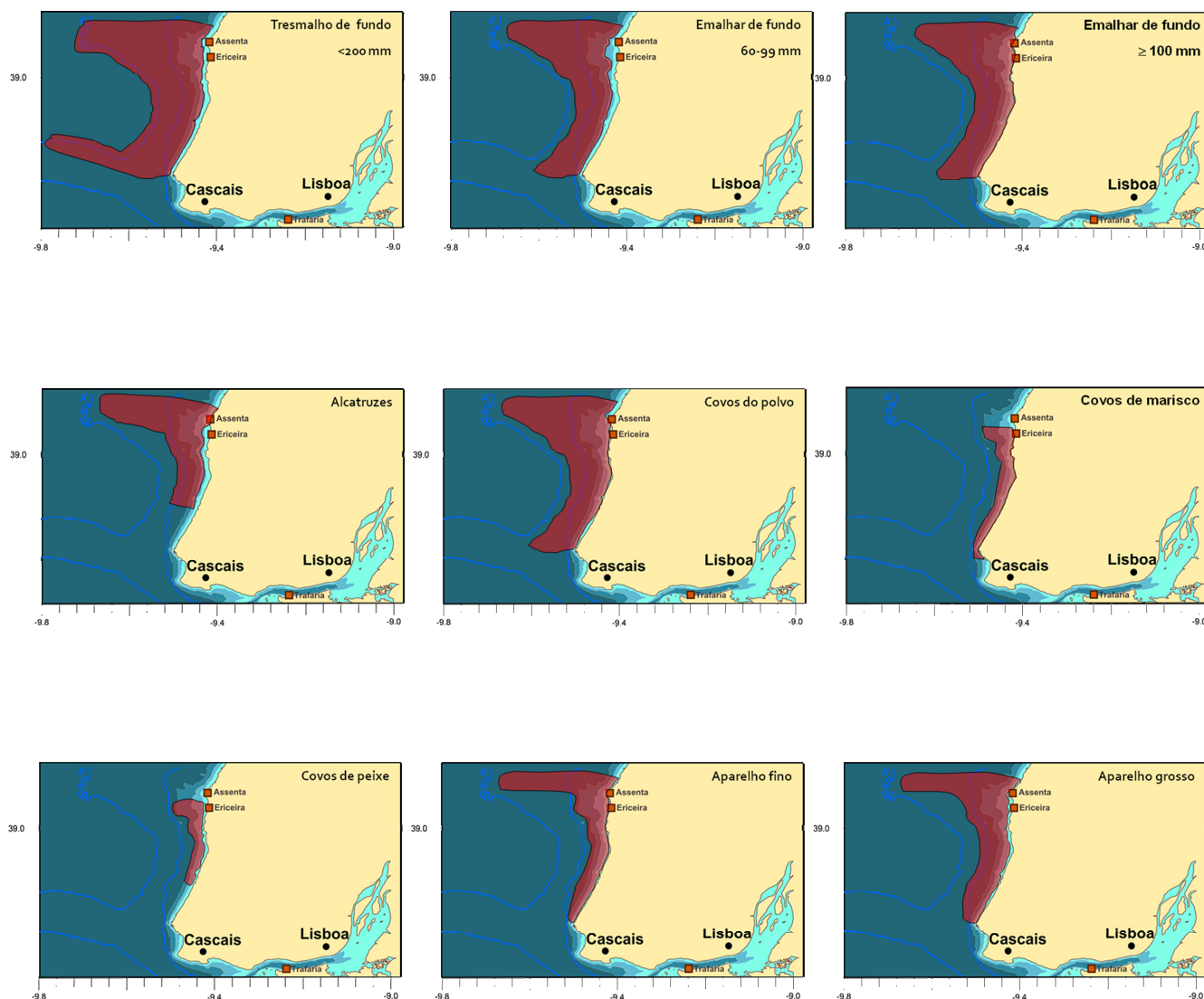


Ericeira

N.º de inquéritos: 9

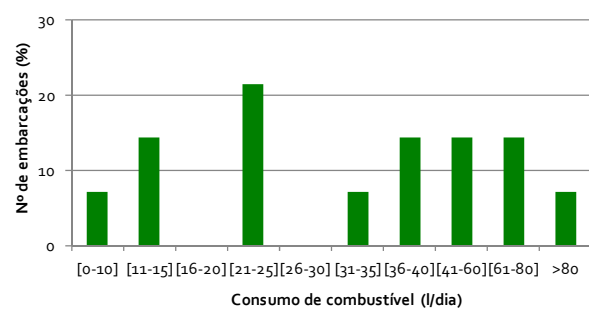
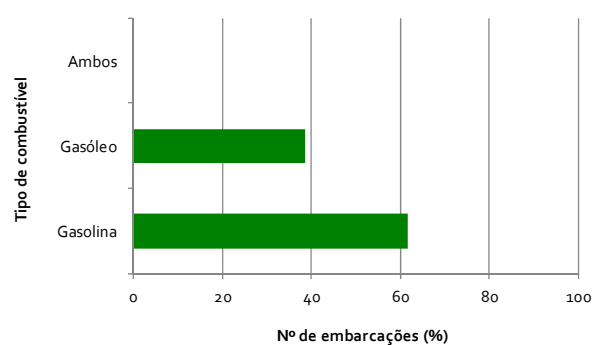
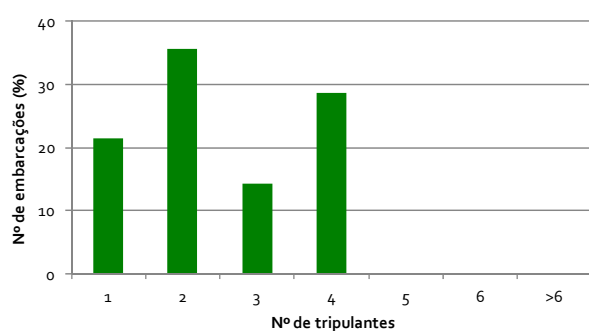
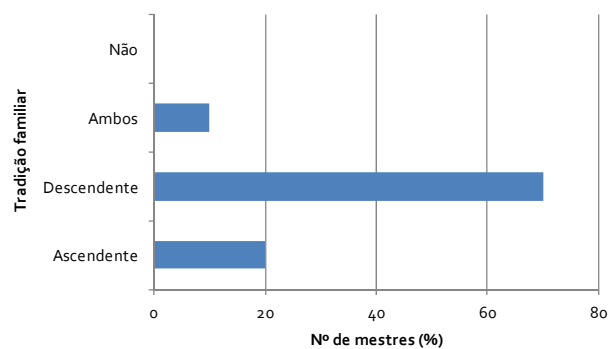
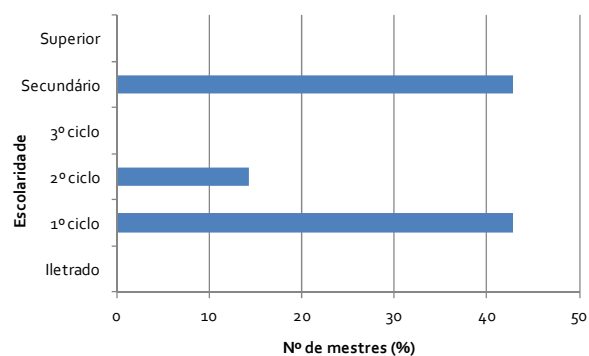
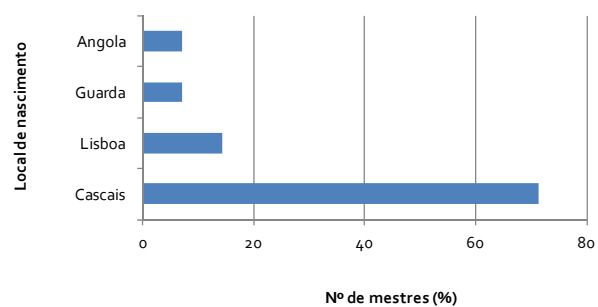
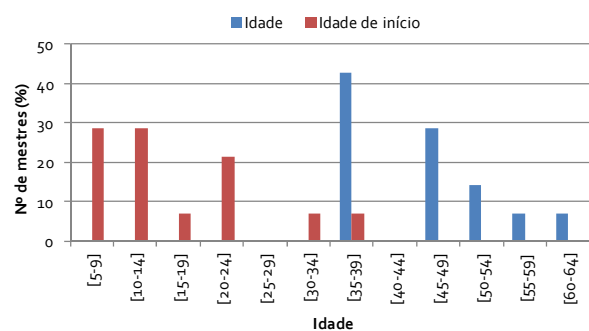
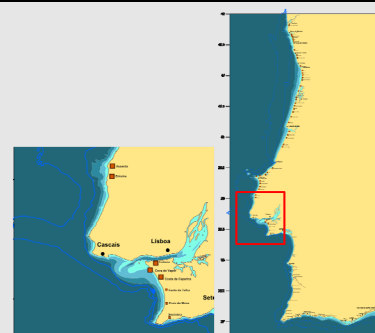


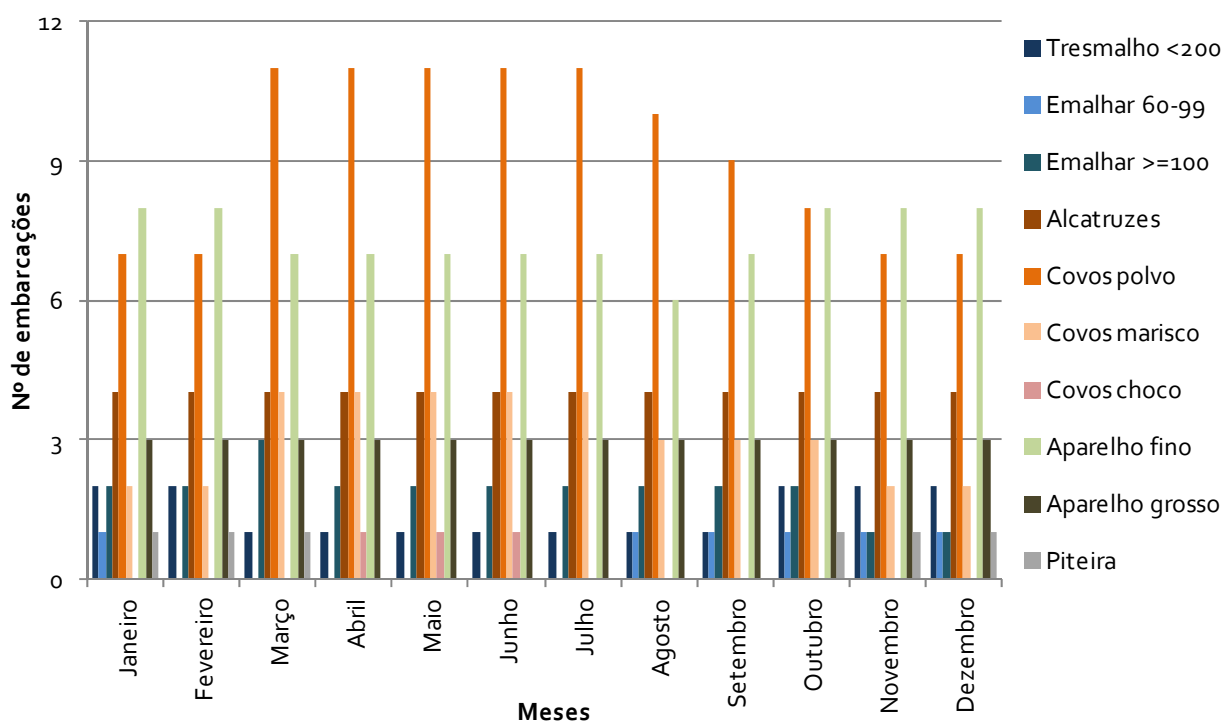
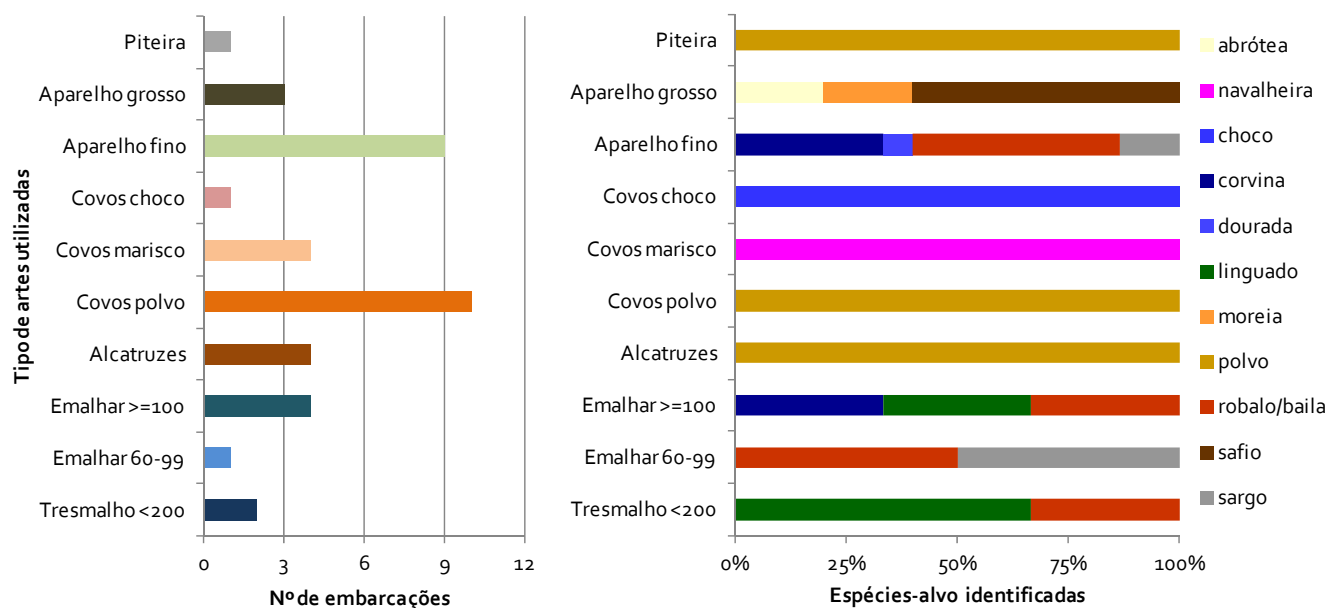


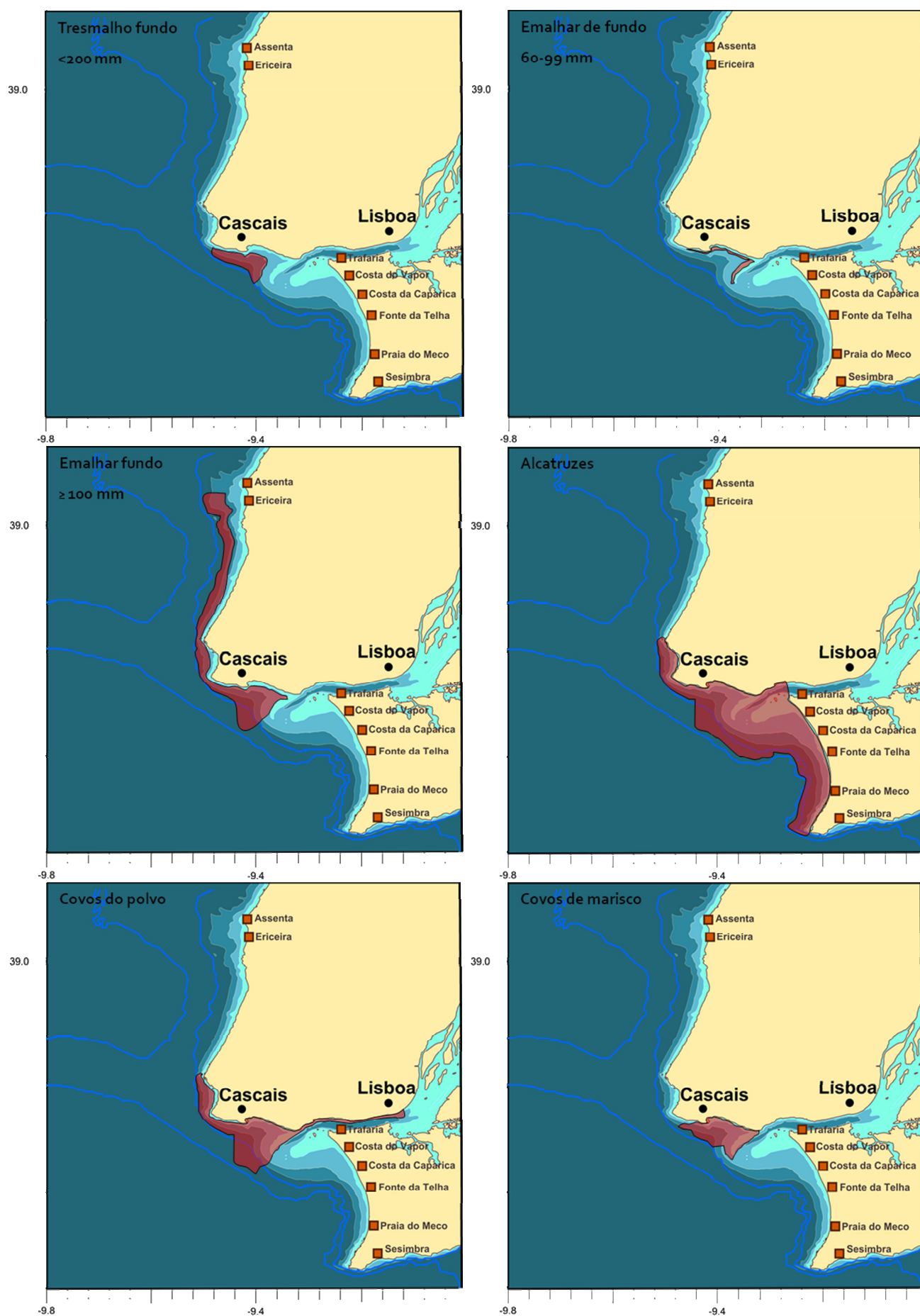


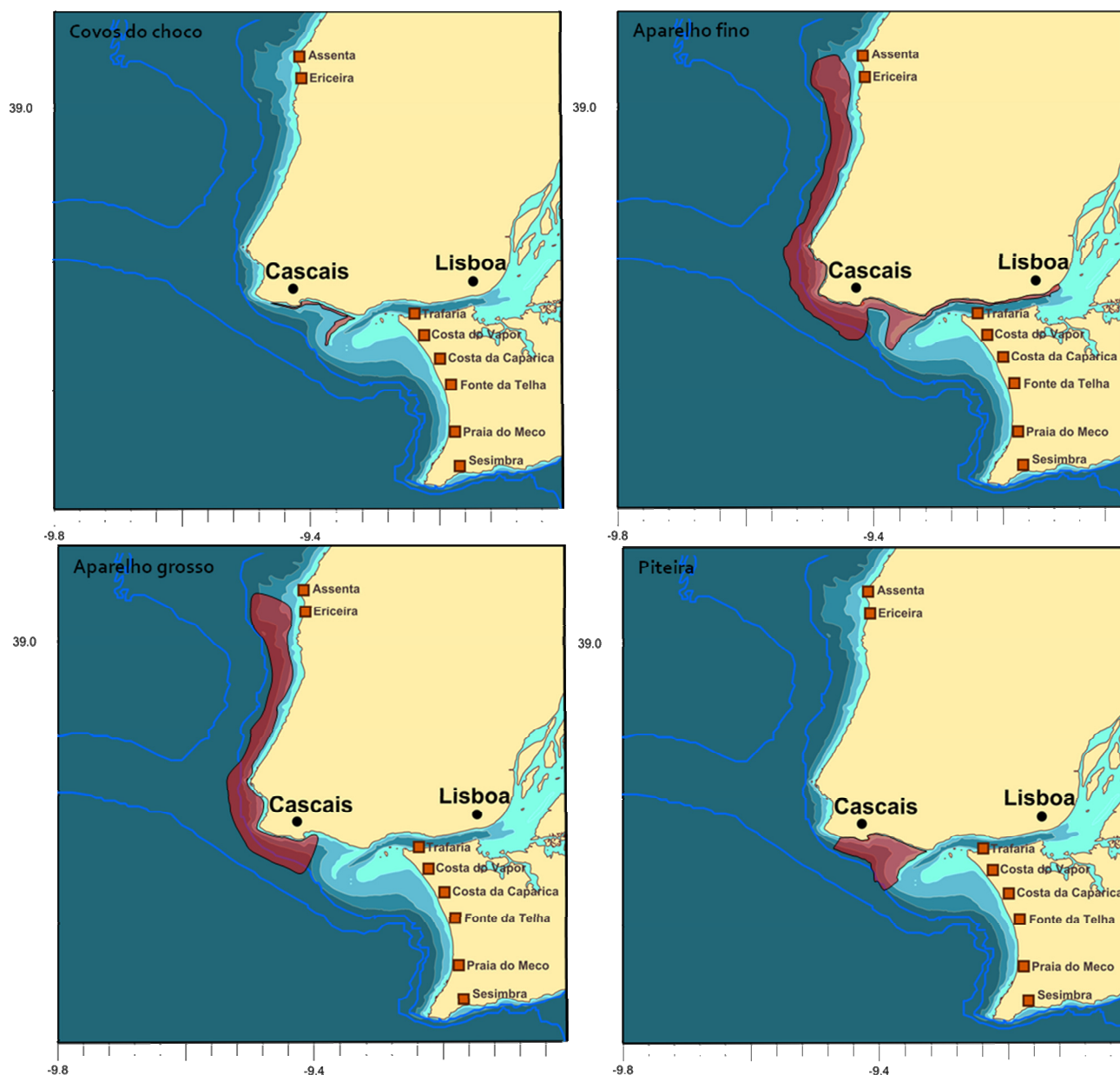
Cascais

N.º de inquéritos: 14



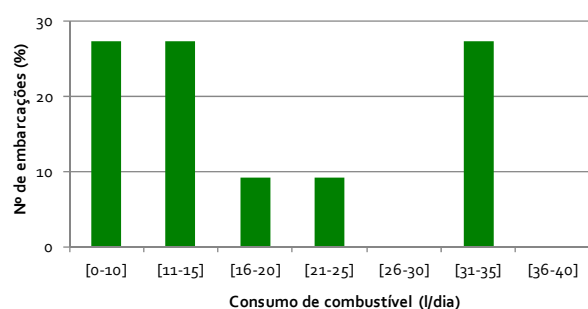
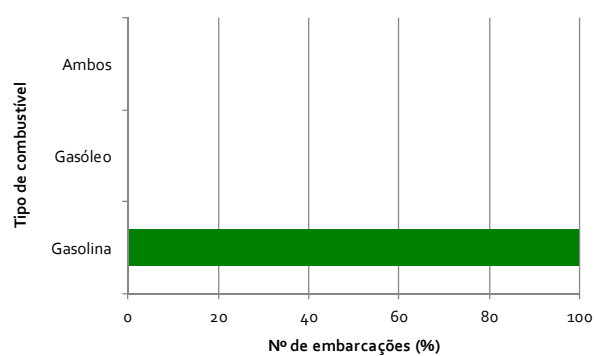
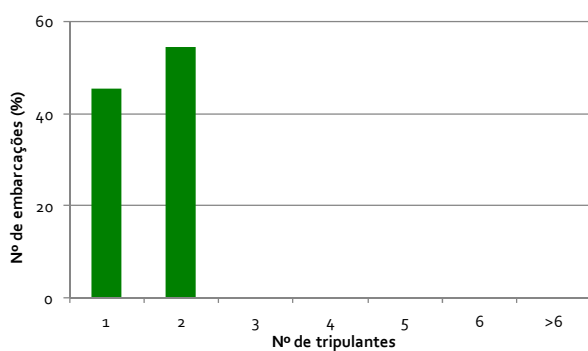
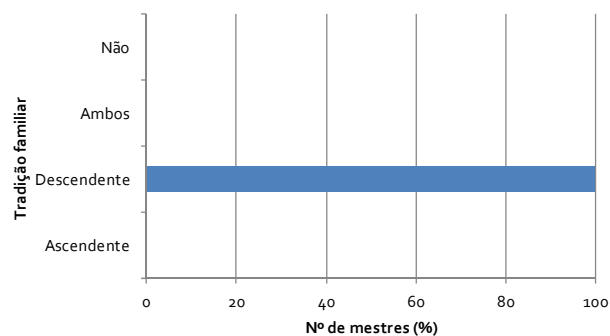
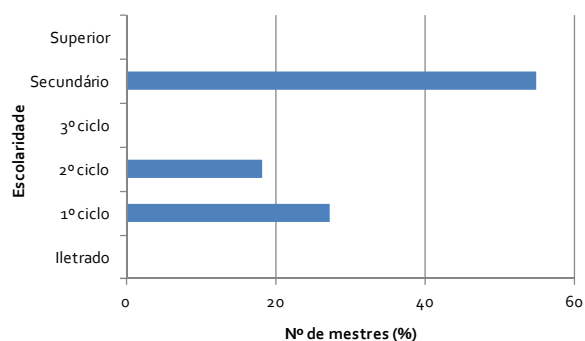
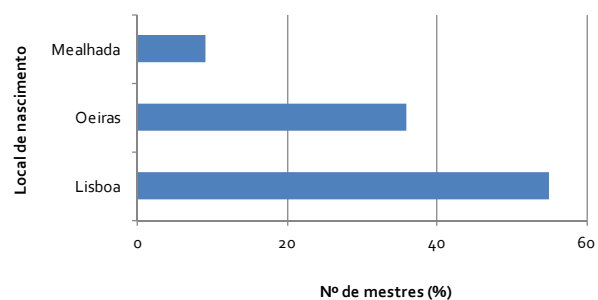
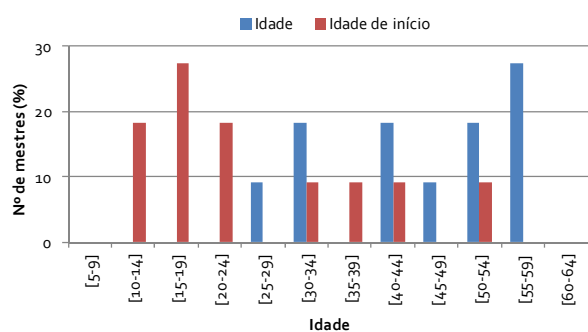
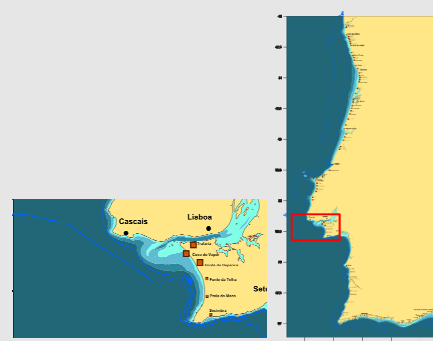


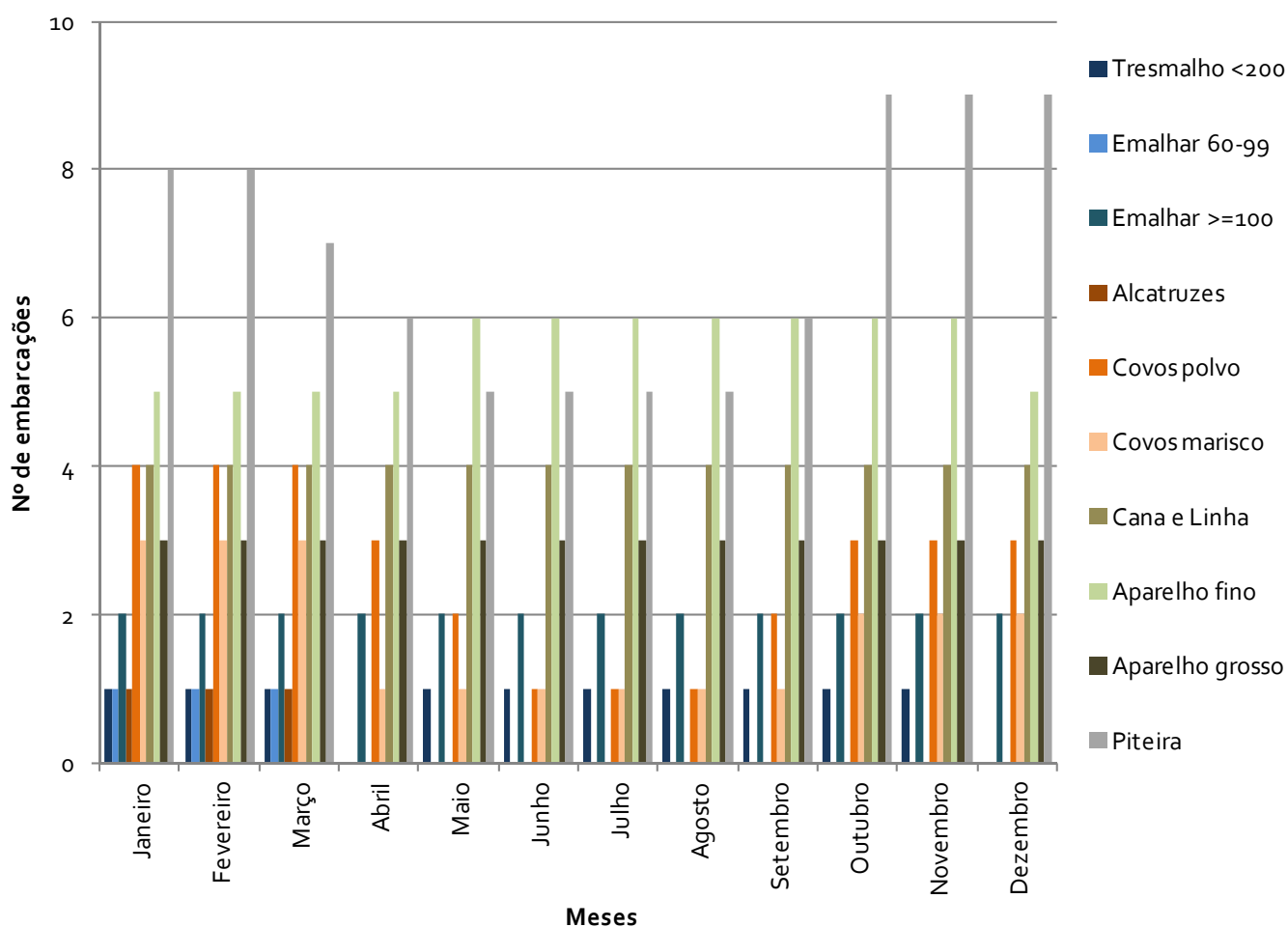
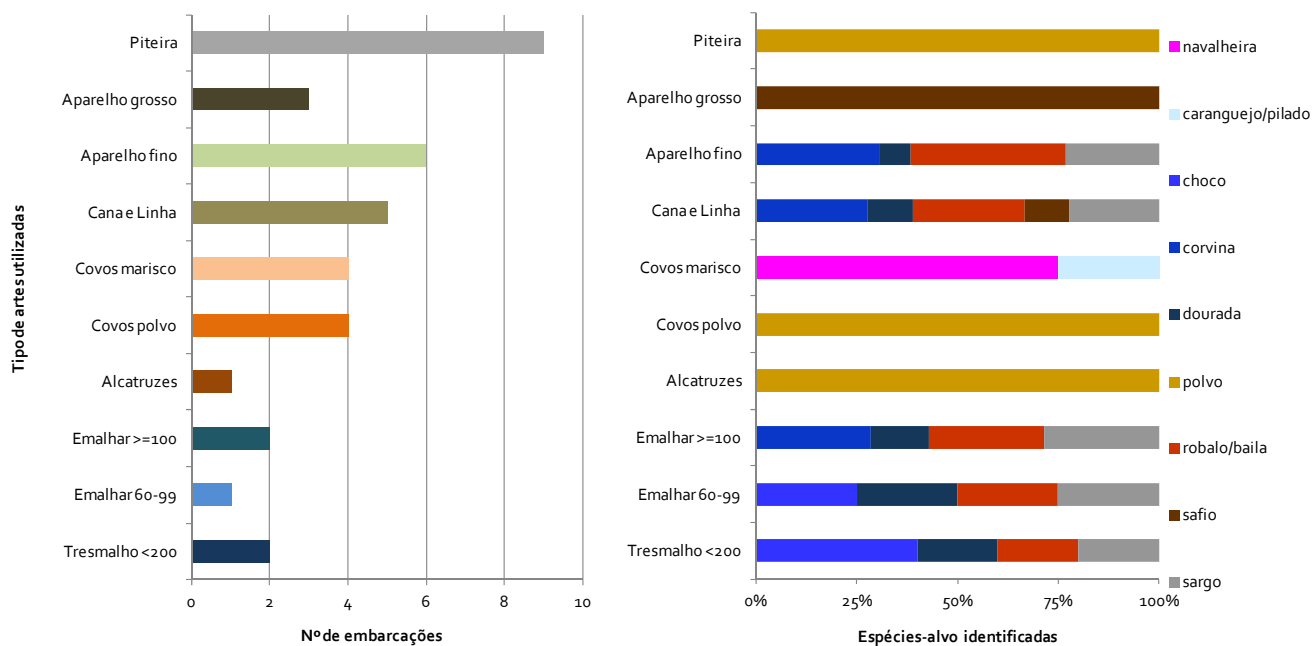


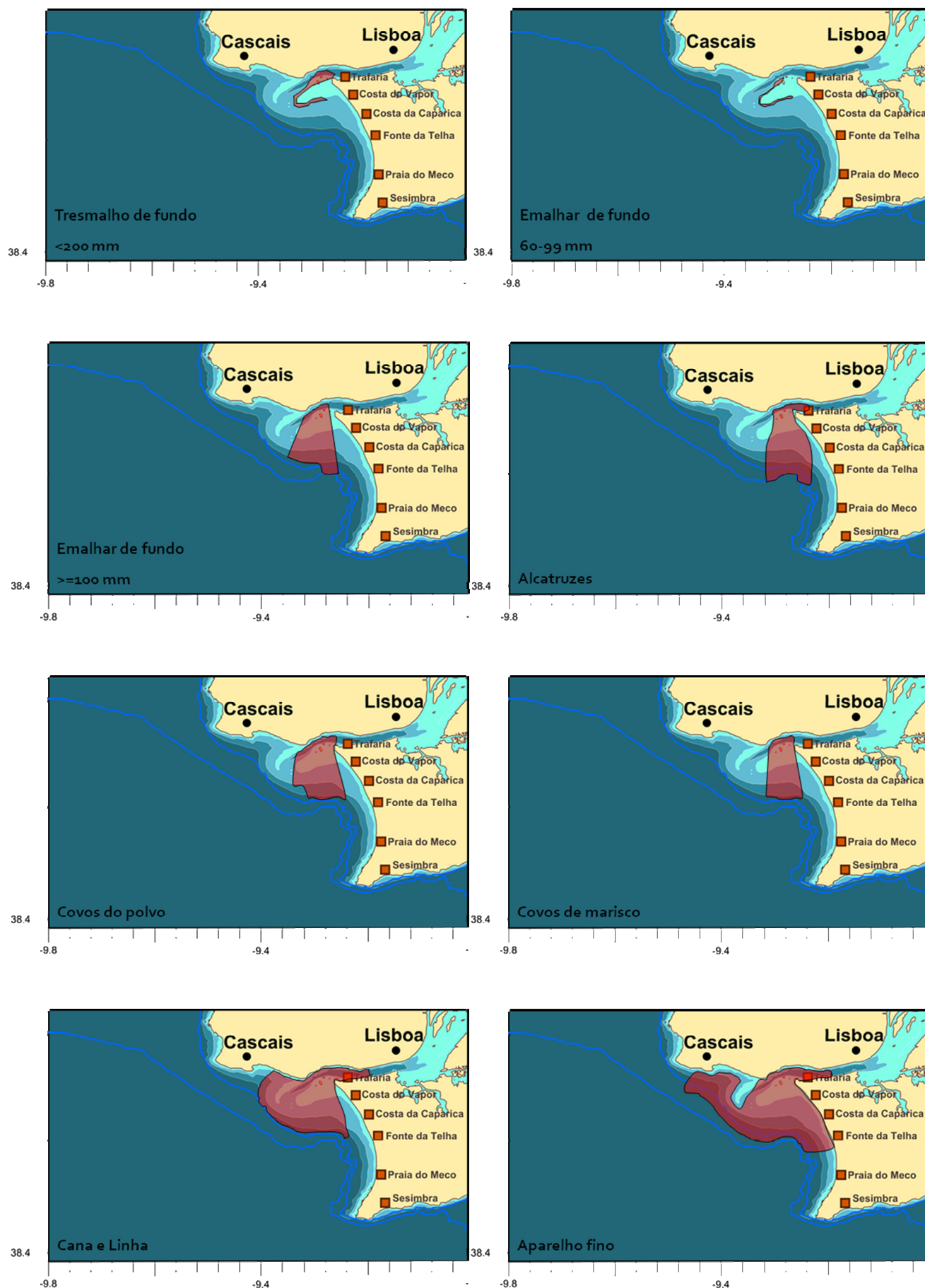


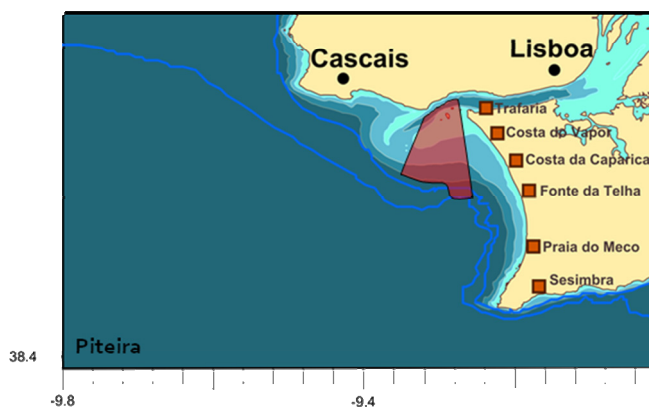
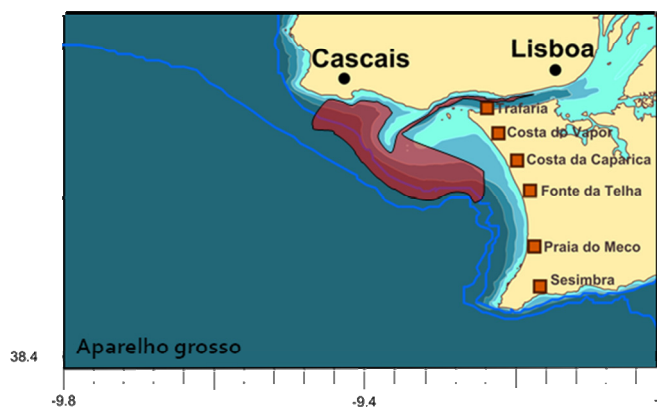
Paço d'Arcos

N.º de inquéritos: 11



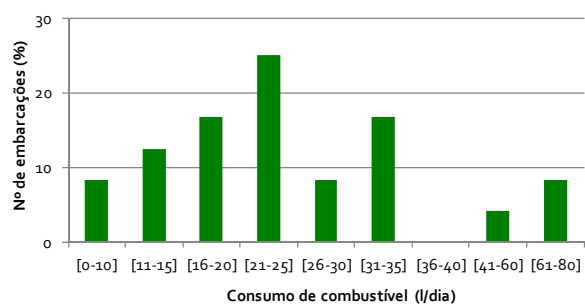
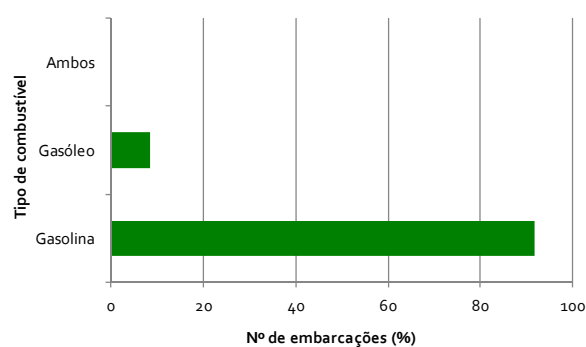
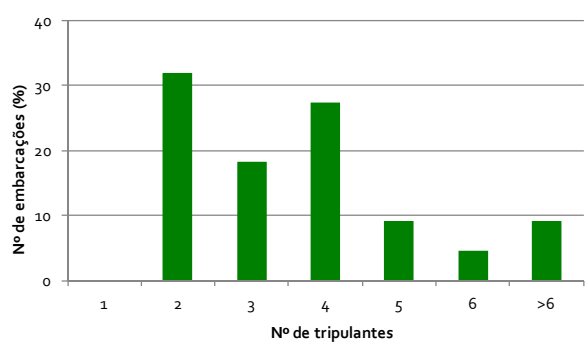
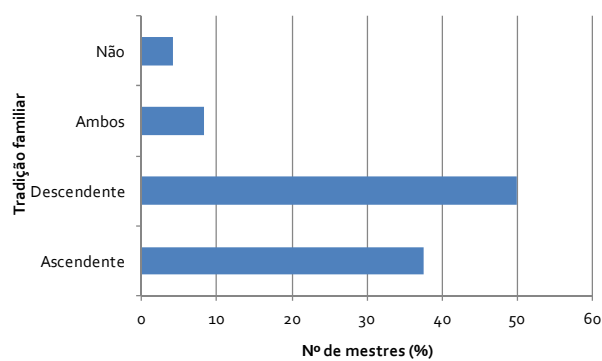
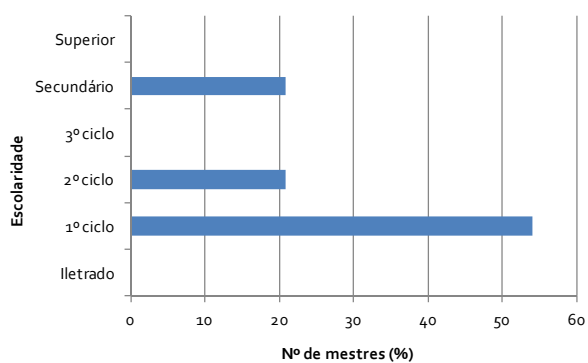
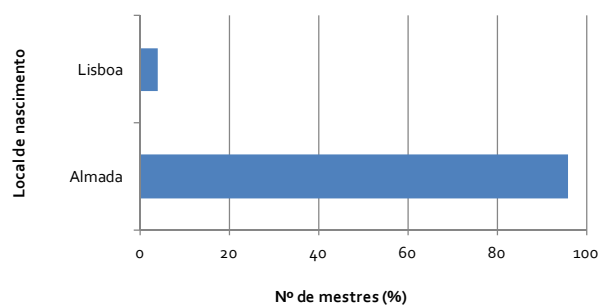
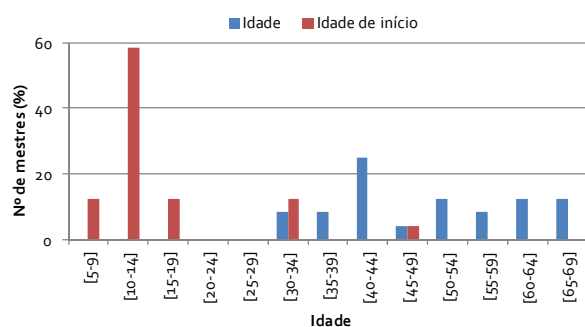
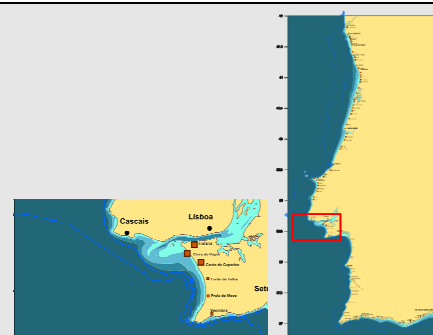


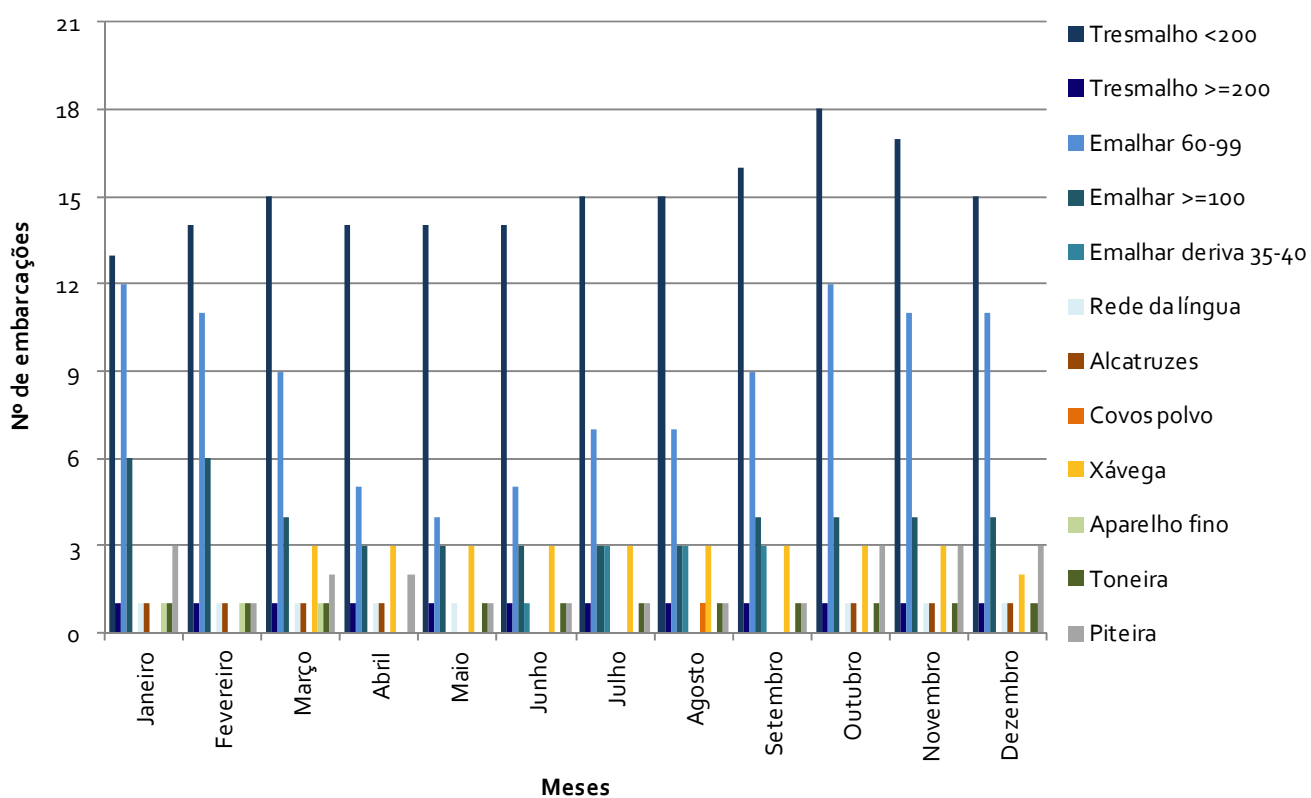
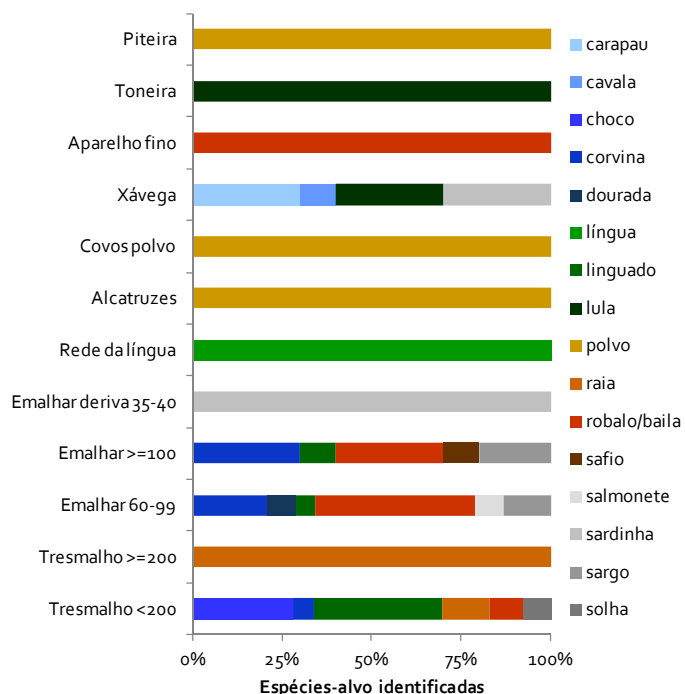
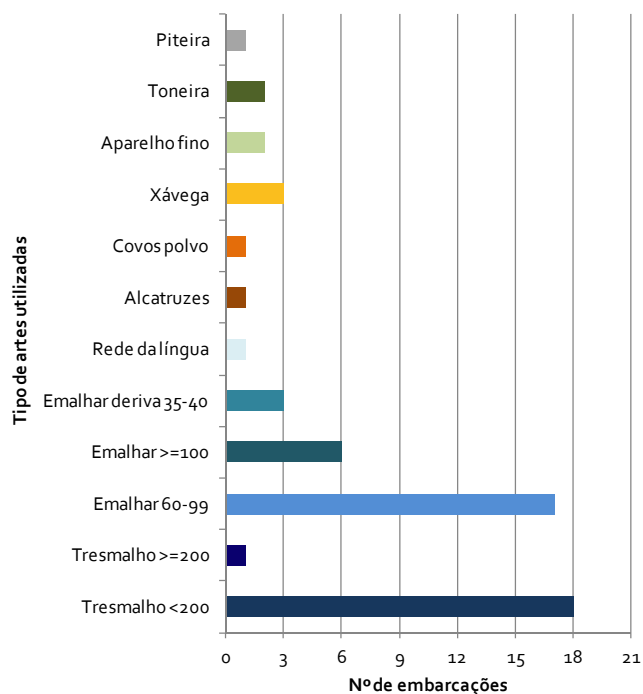


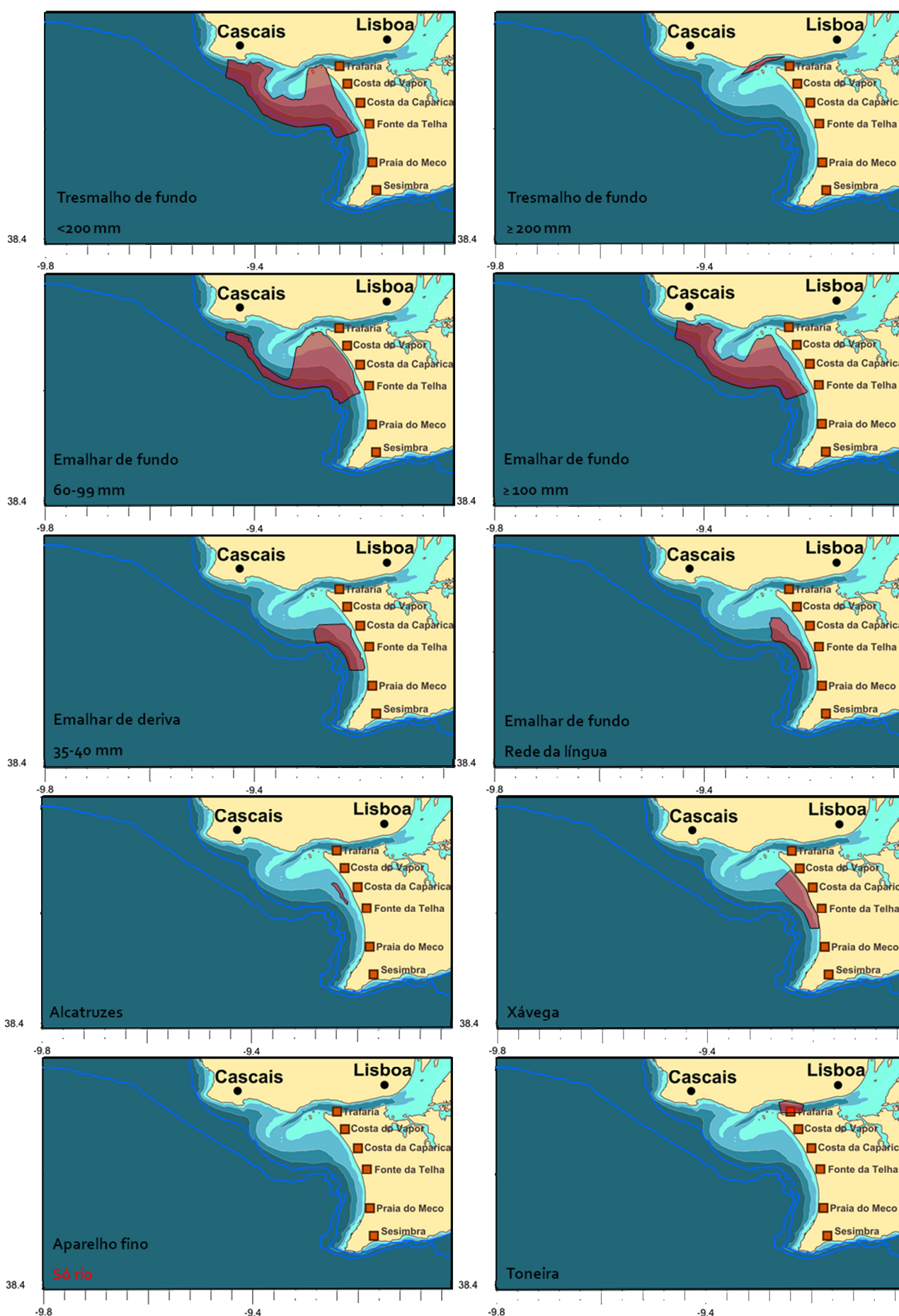


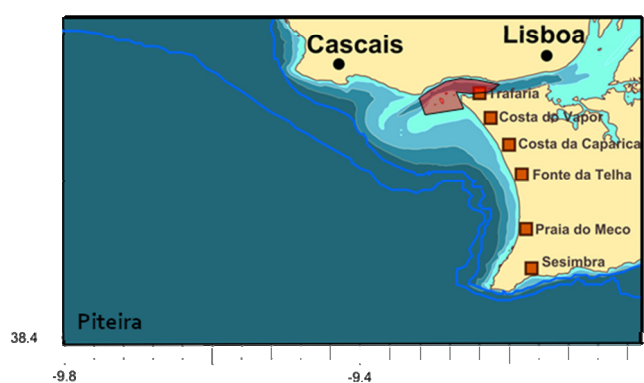
Costa da Caparica, Trafaria

N.º de inquéritos: 24



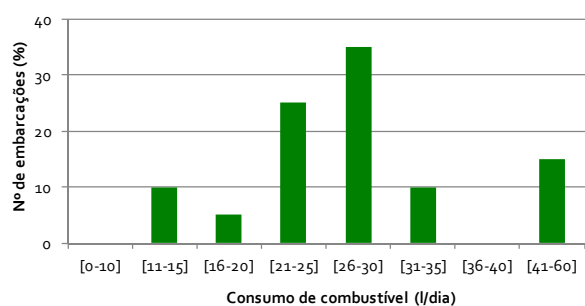
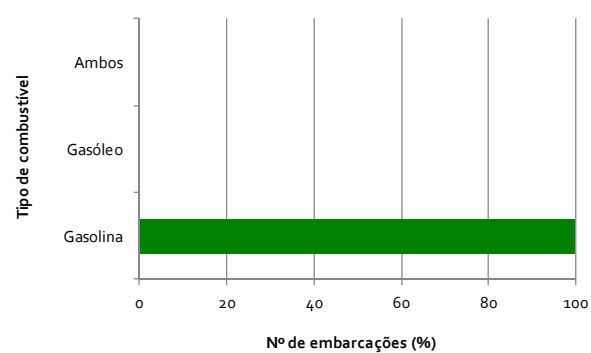
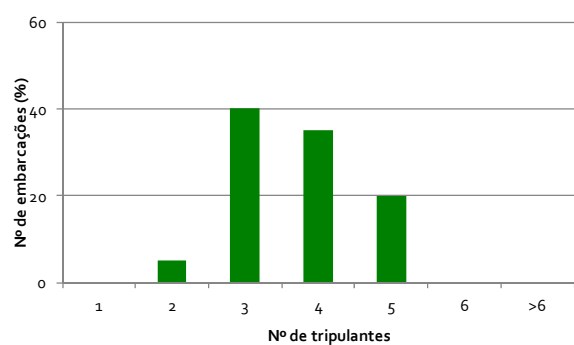
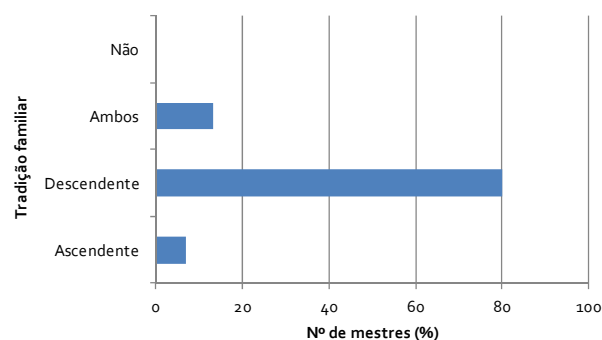
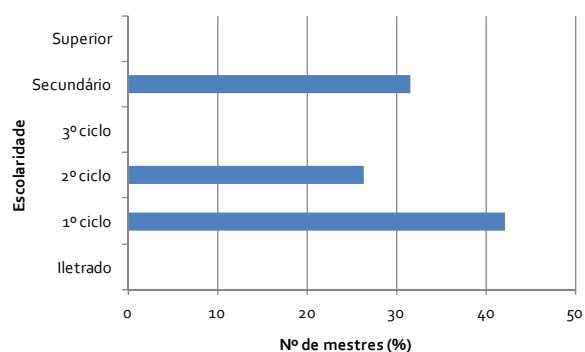
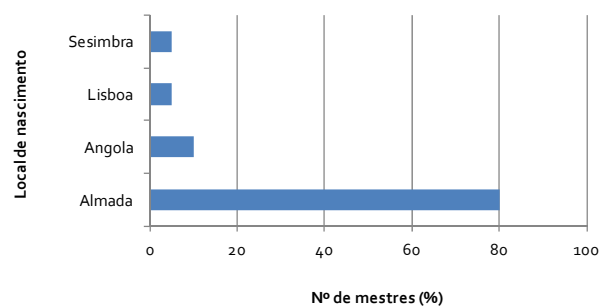
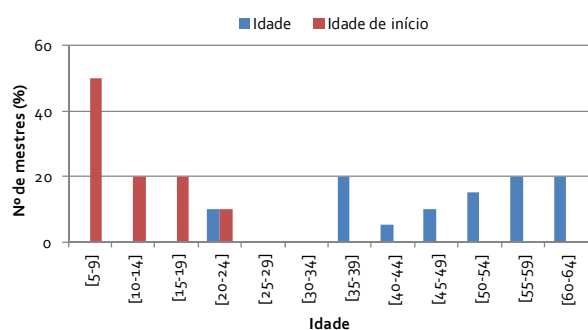
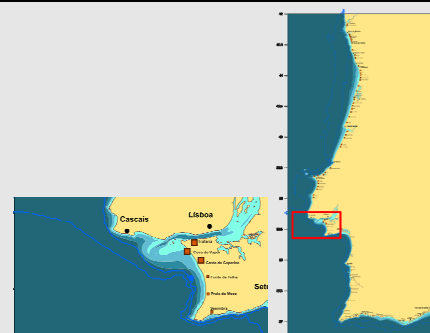


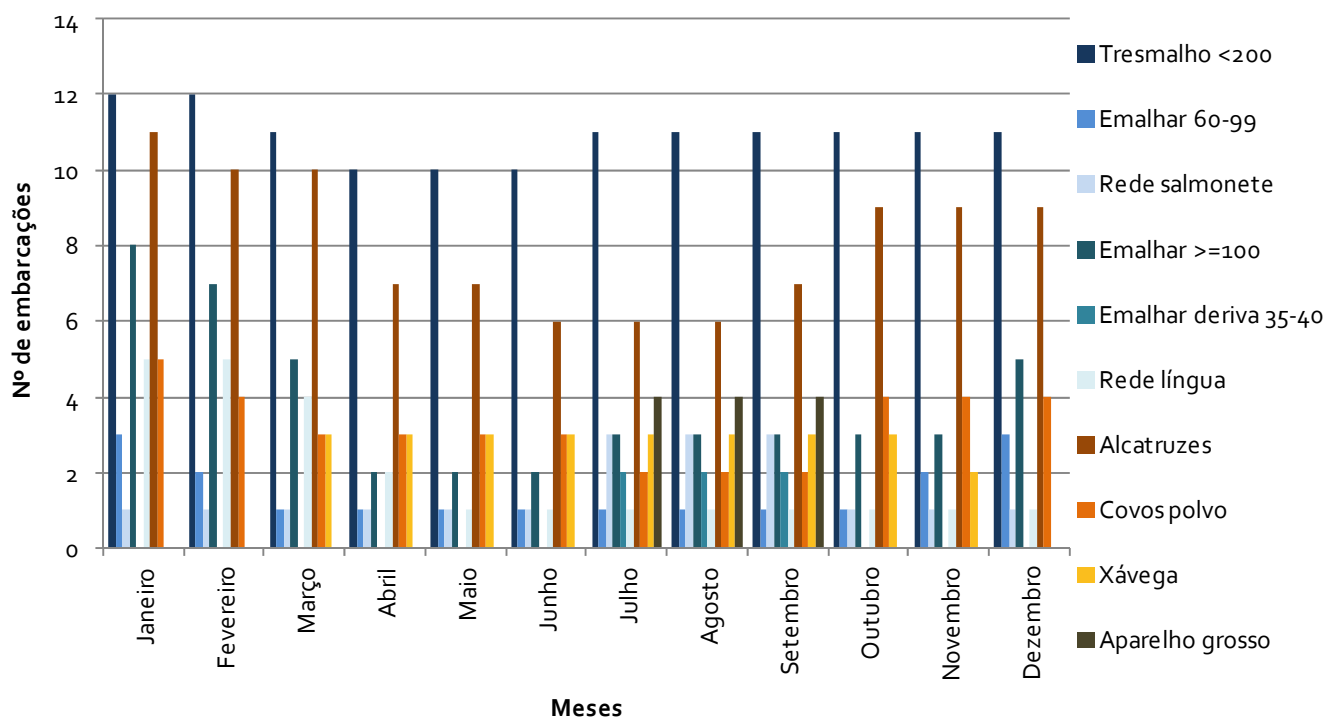
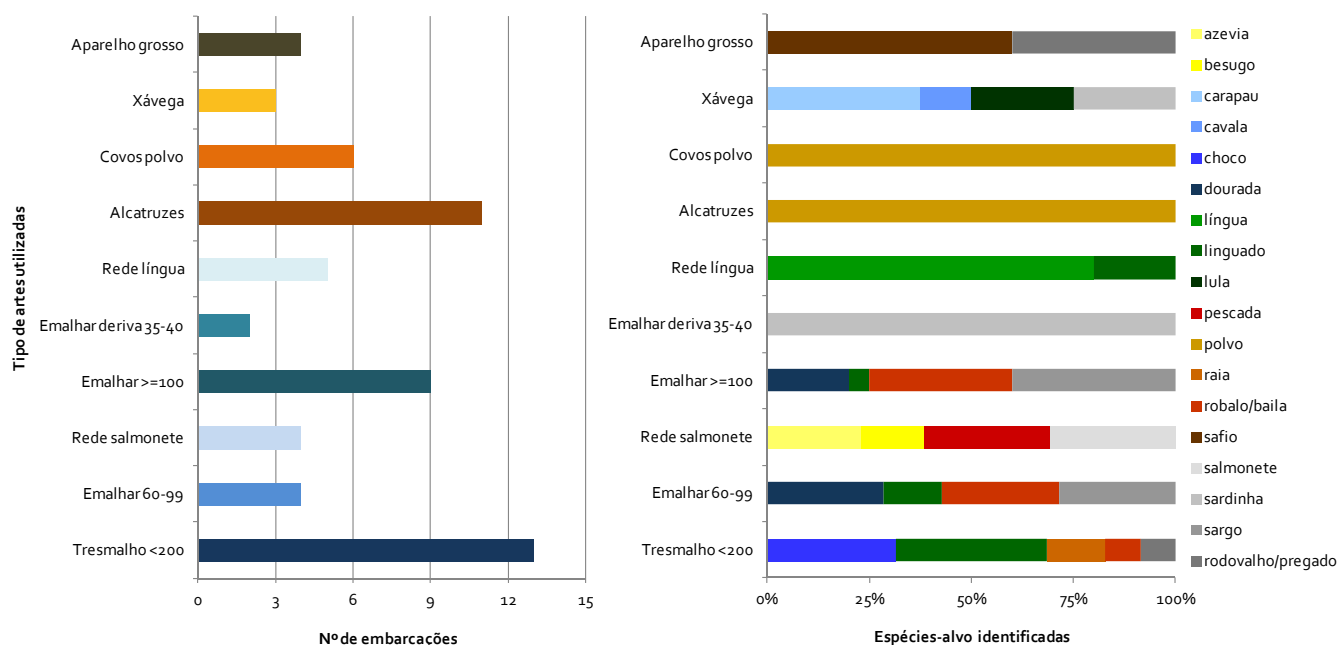


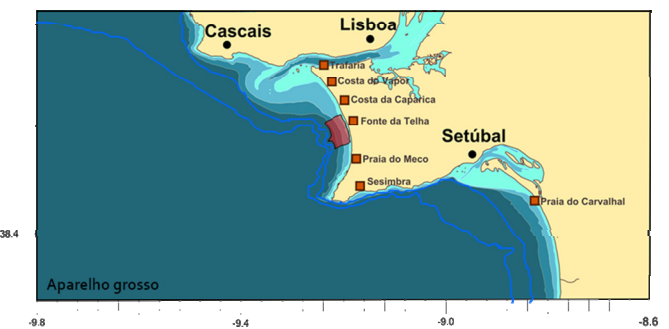
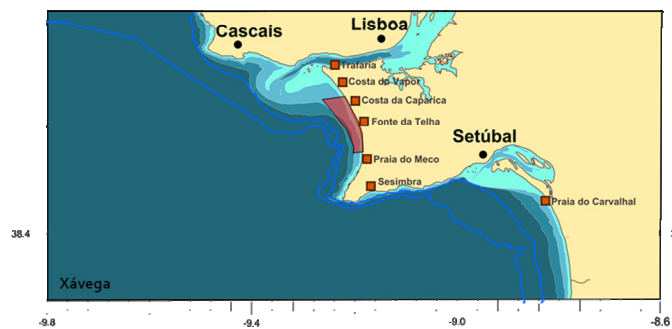
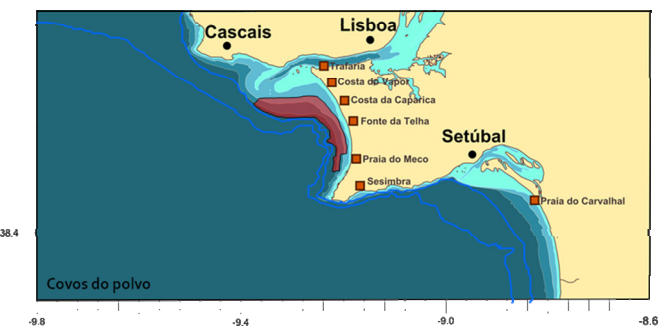
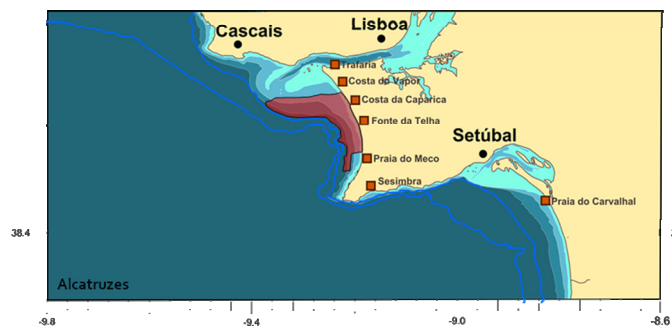
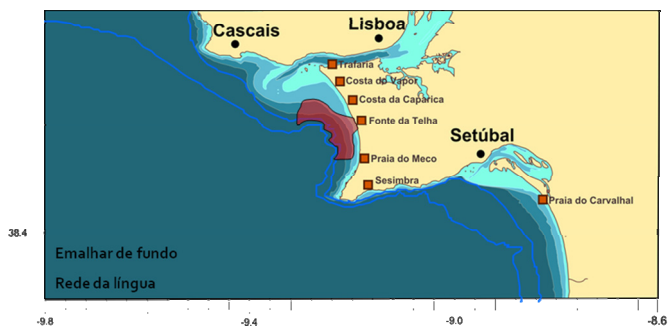
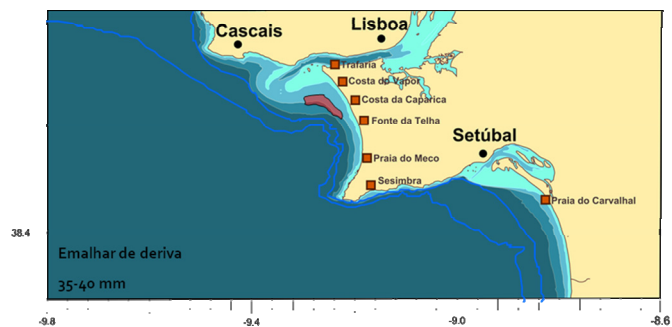
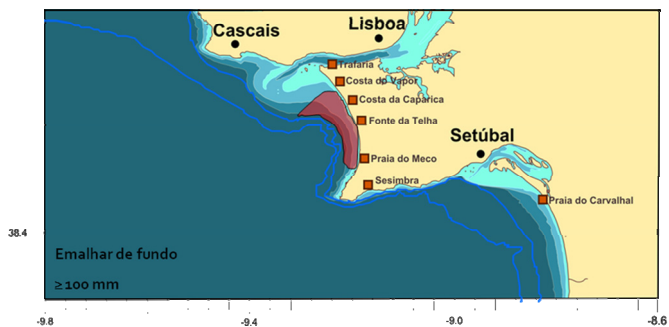
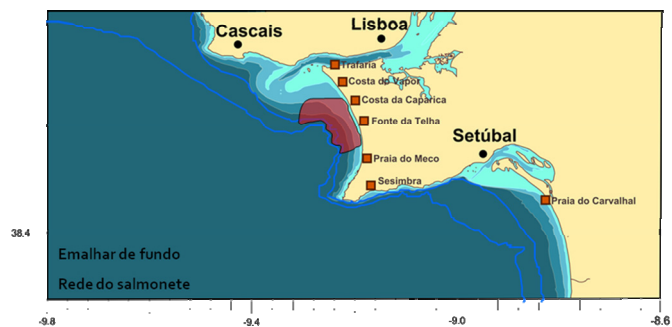
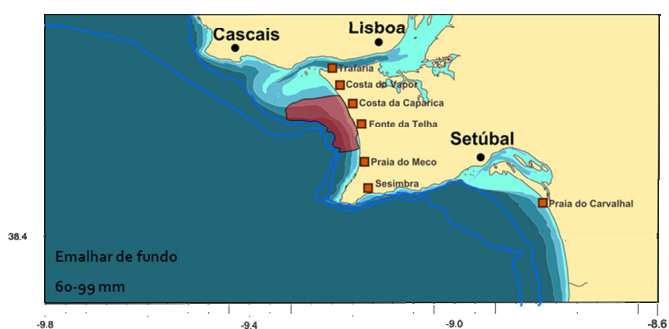
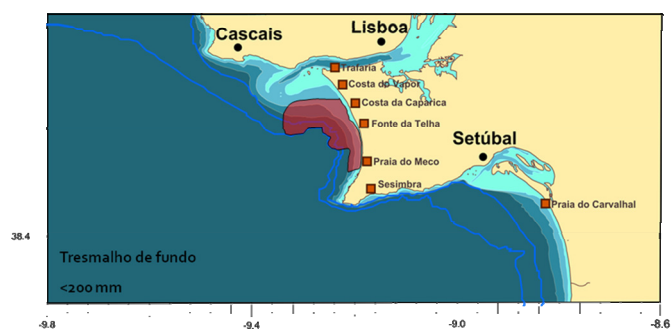


Fonte da Telha

N.º de inquéritos: 20

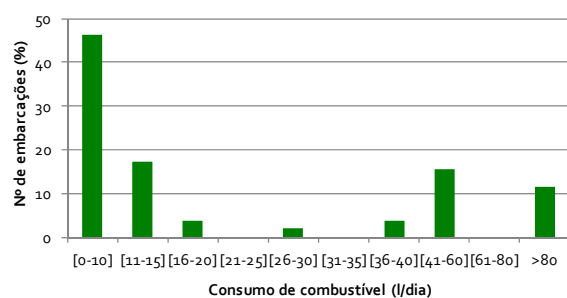
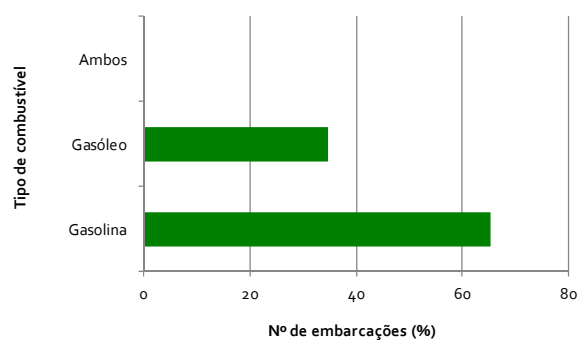
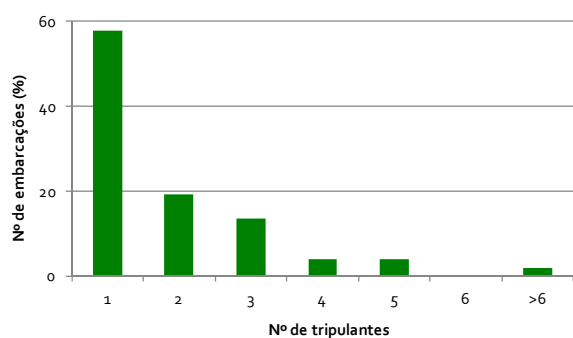
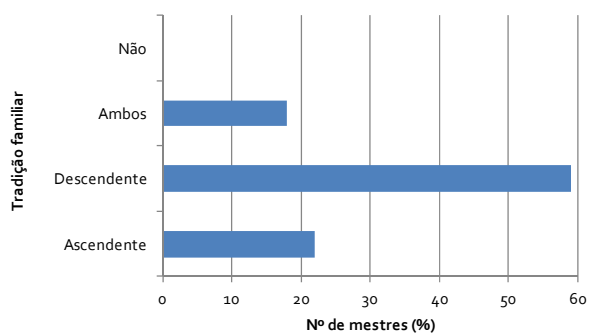
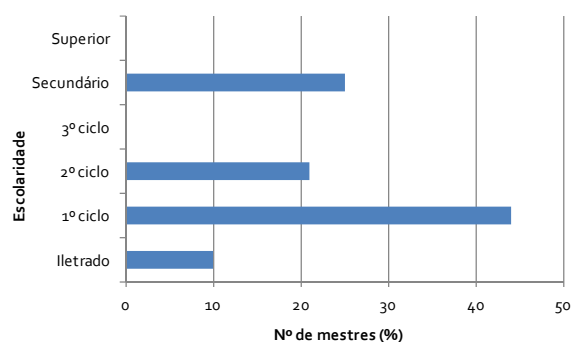
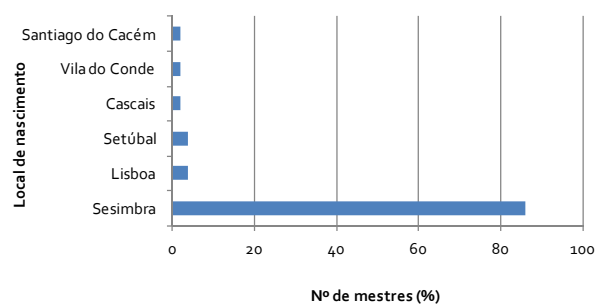
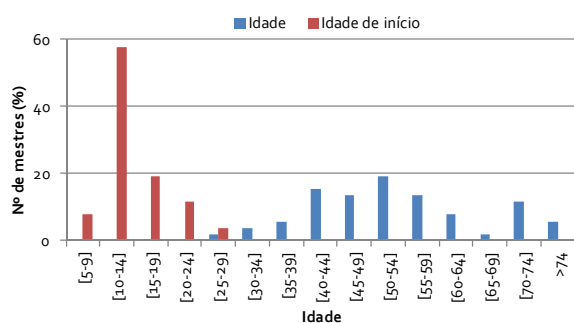
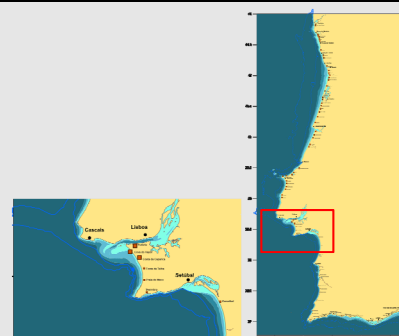


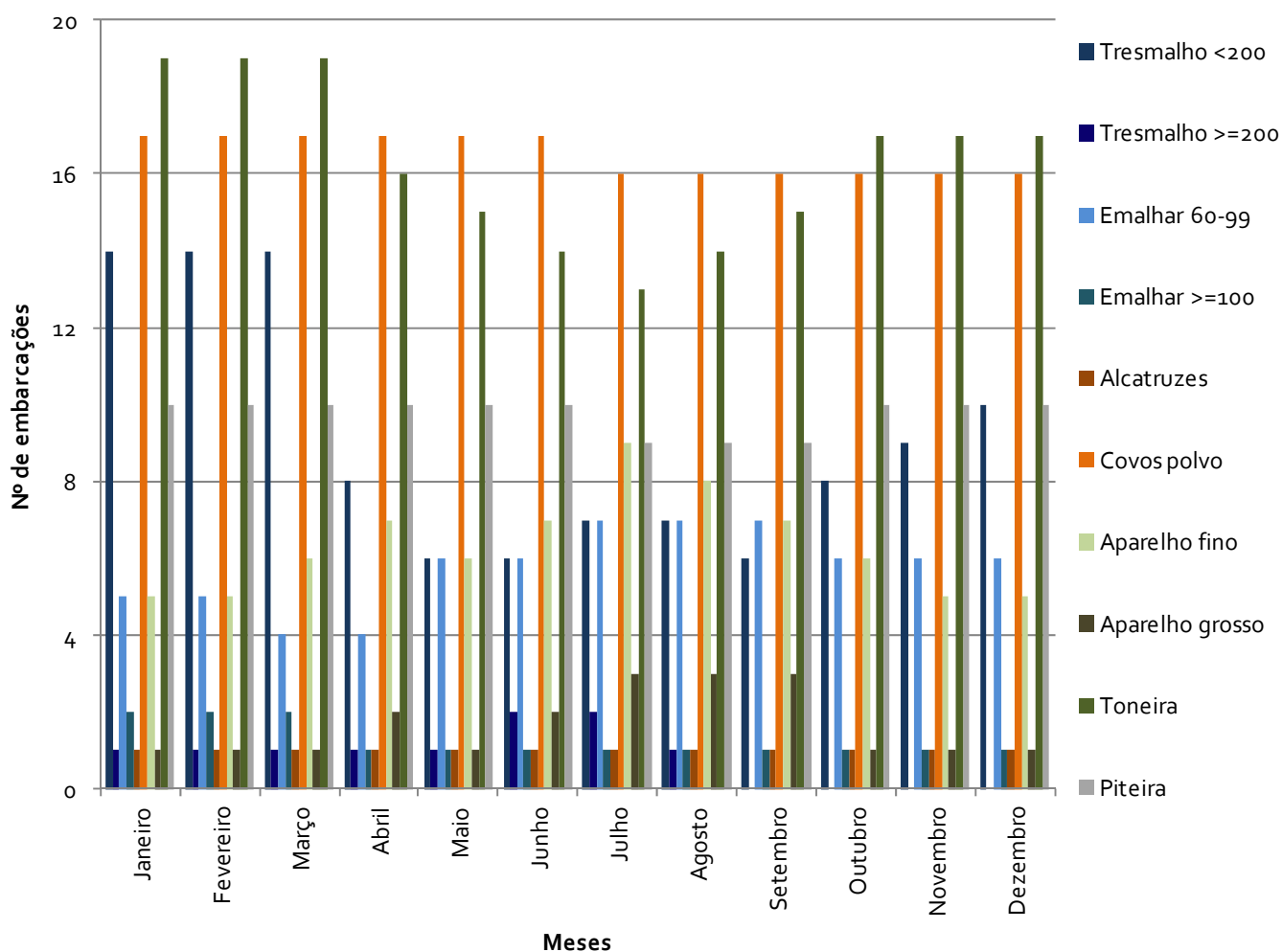
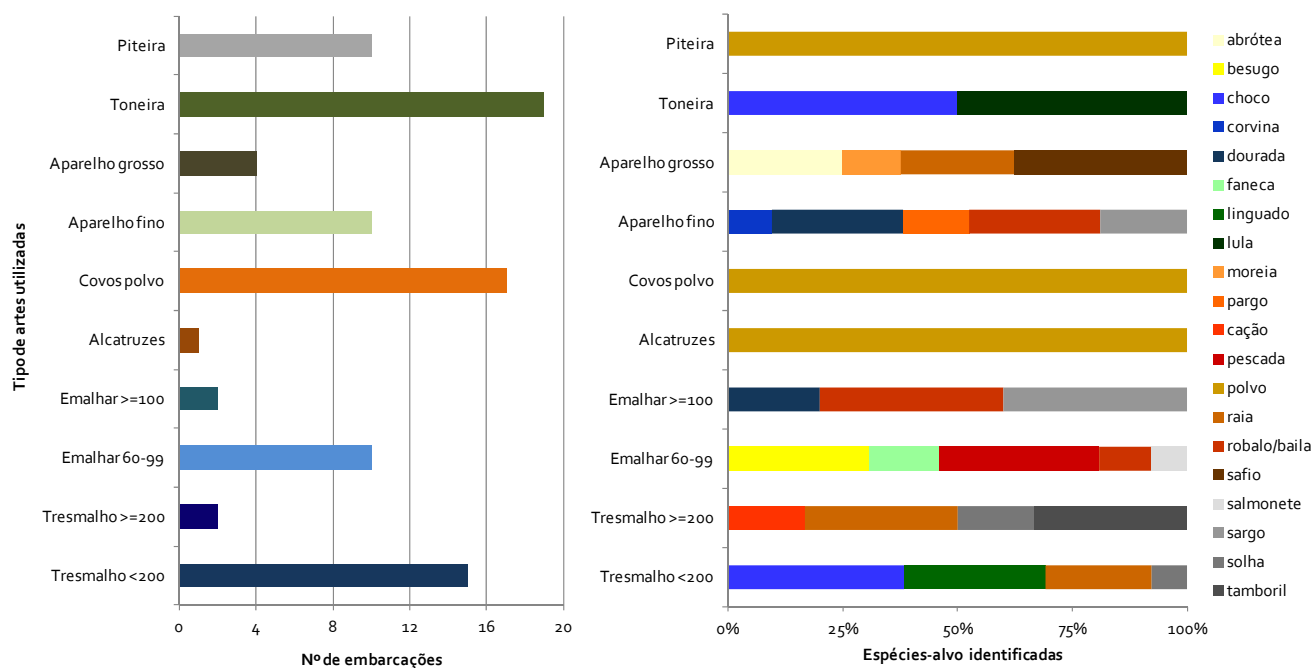


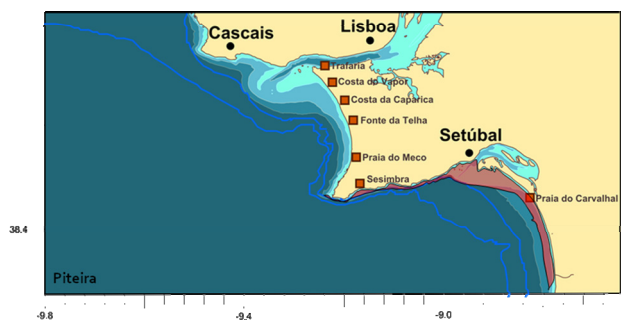
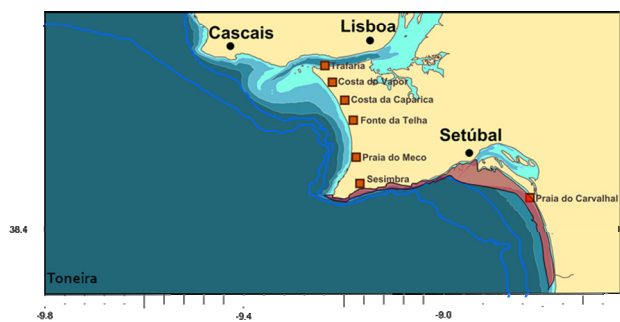
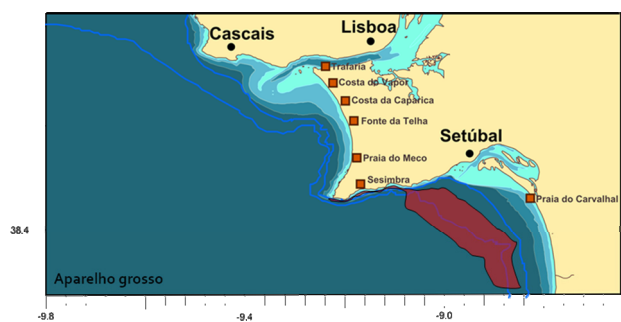
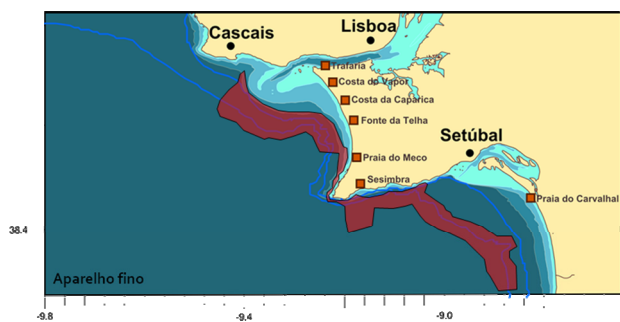
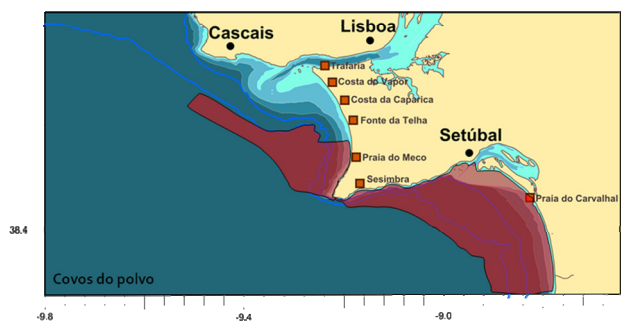
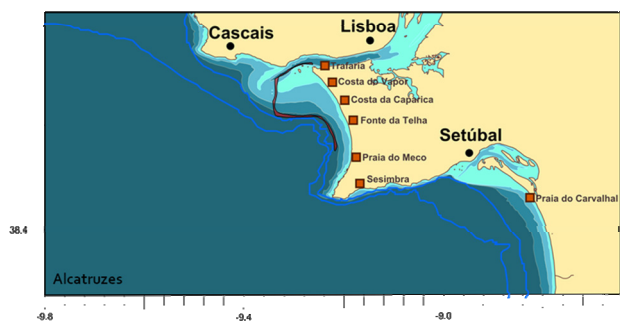
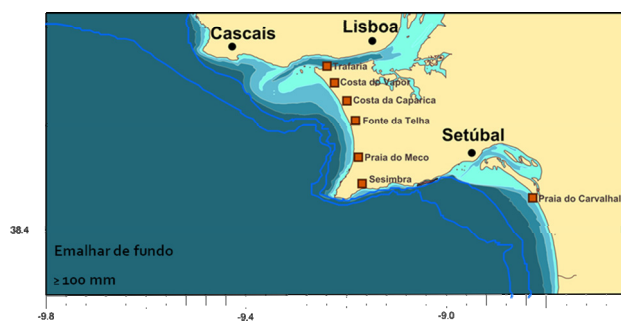
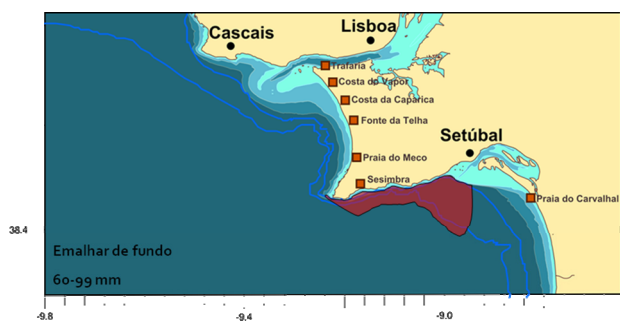
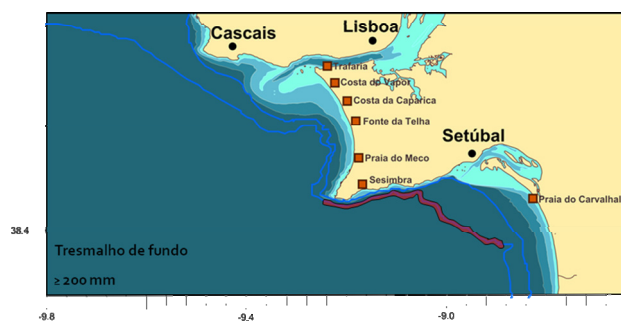
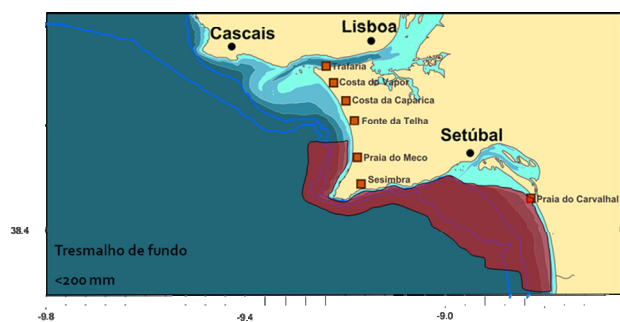


Sesimbra

N.º de inquéritos: 52

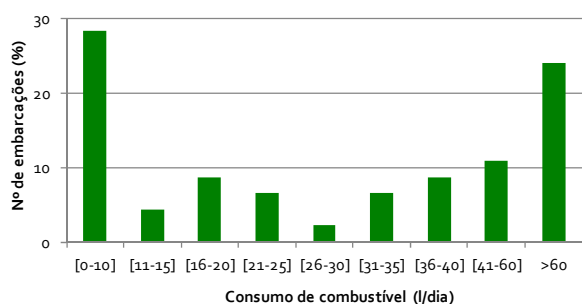
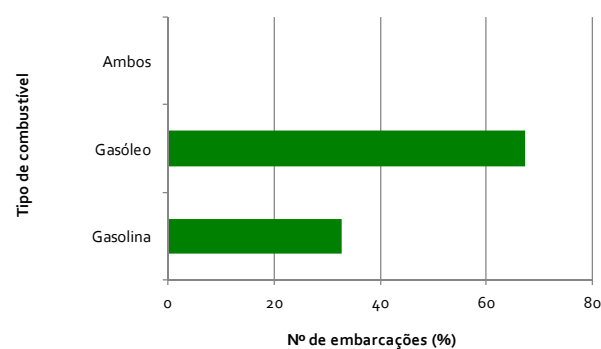
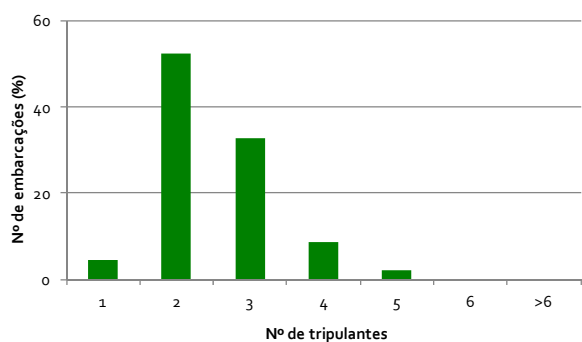
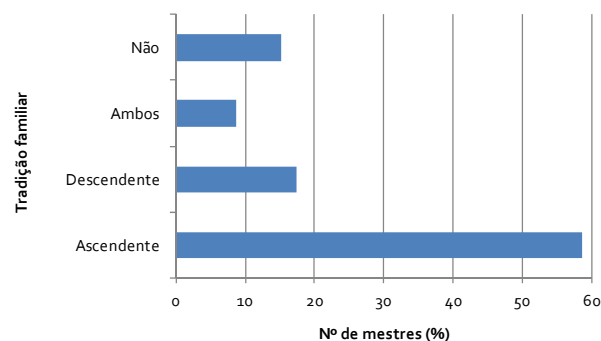
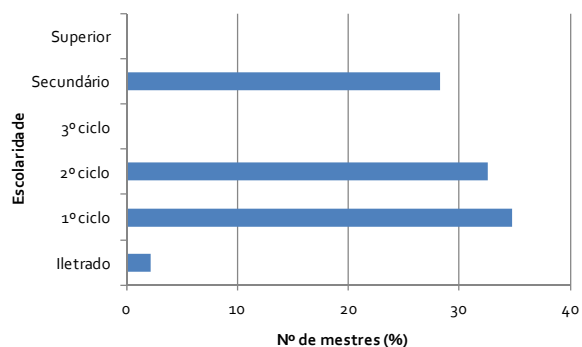
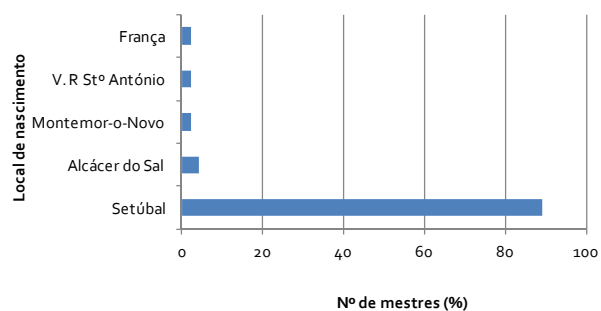
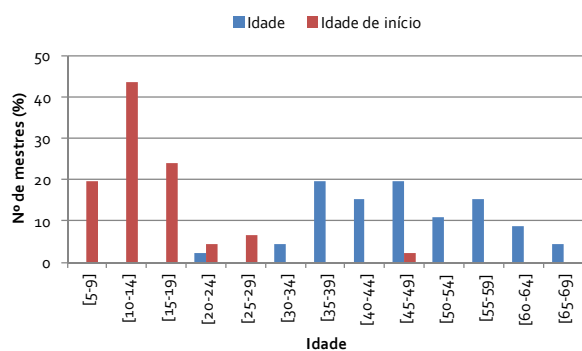
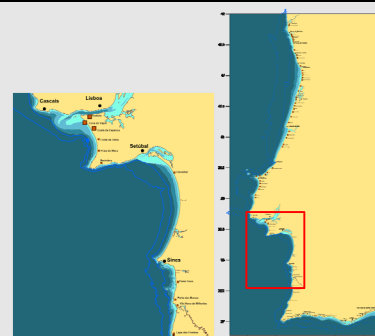


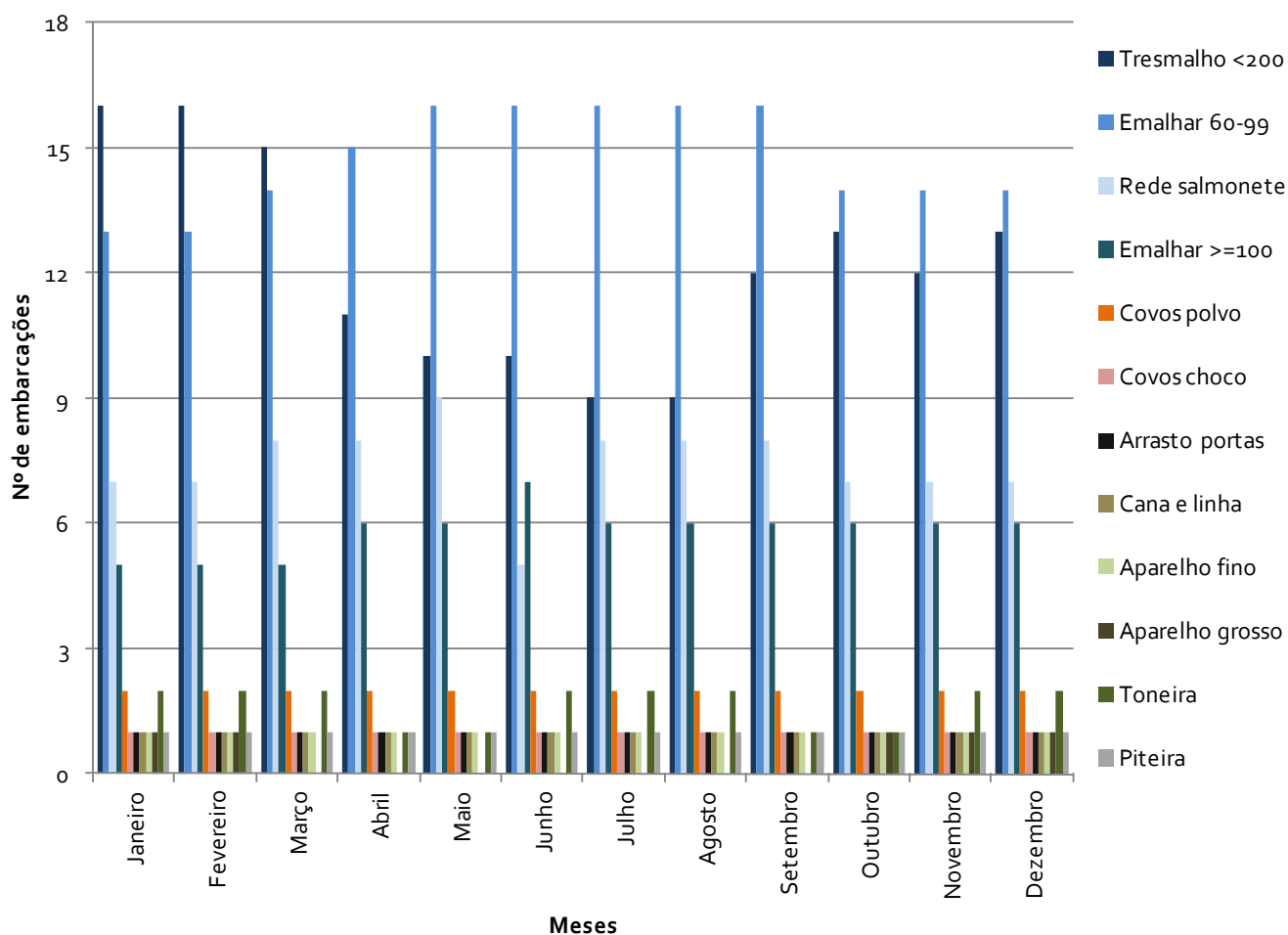
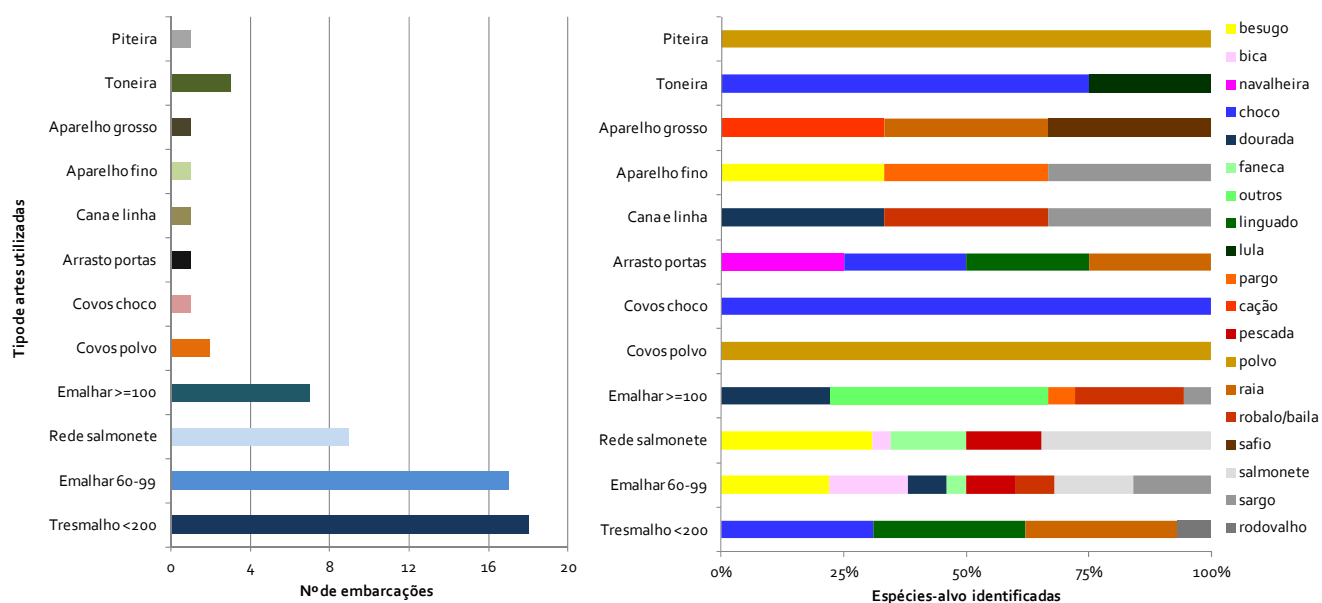


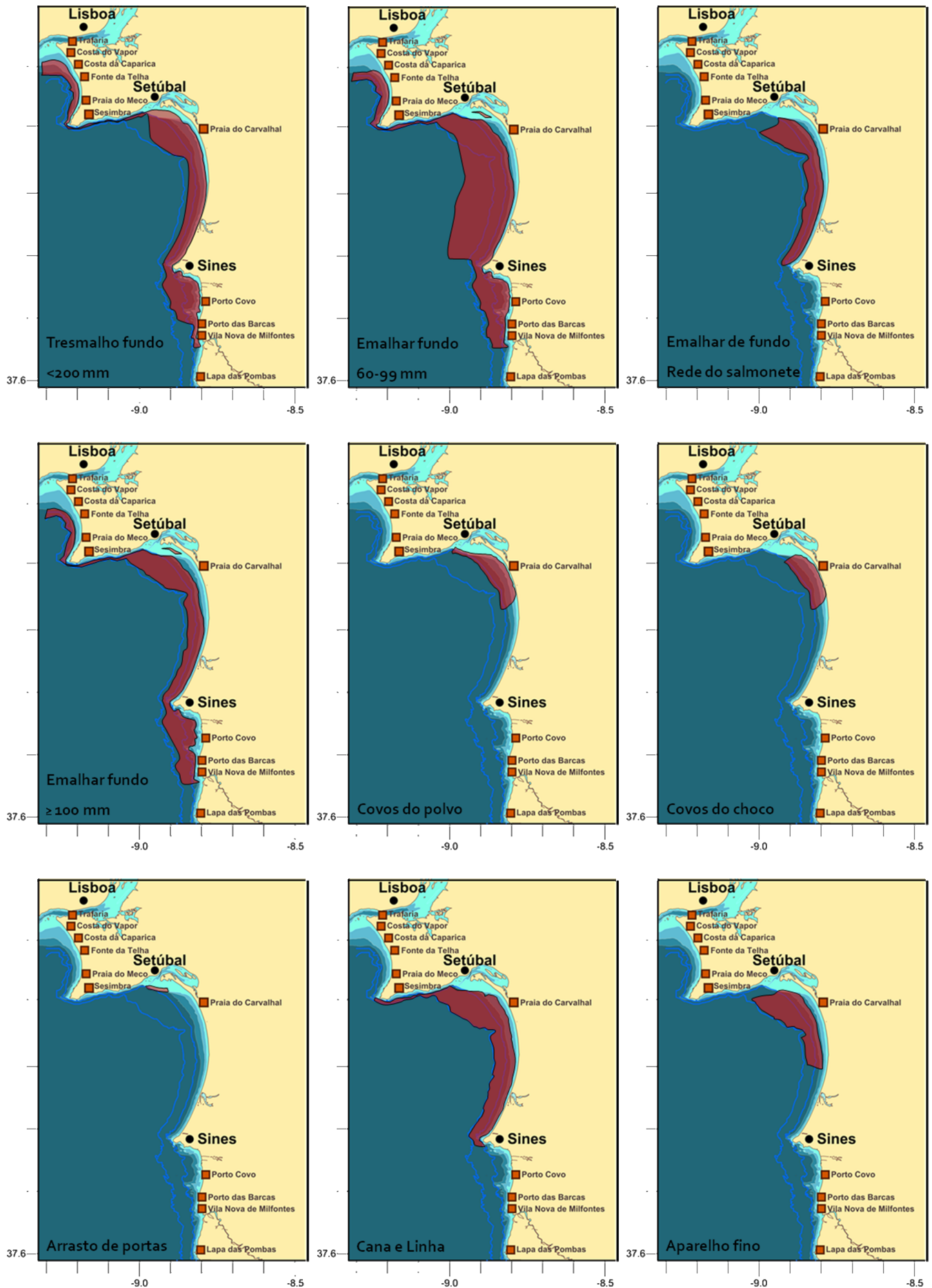


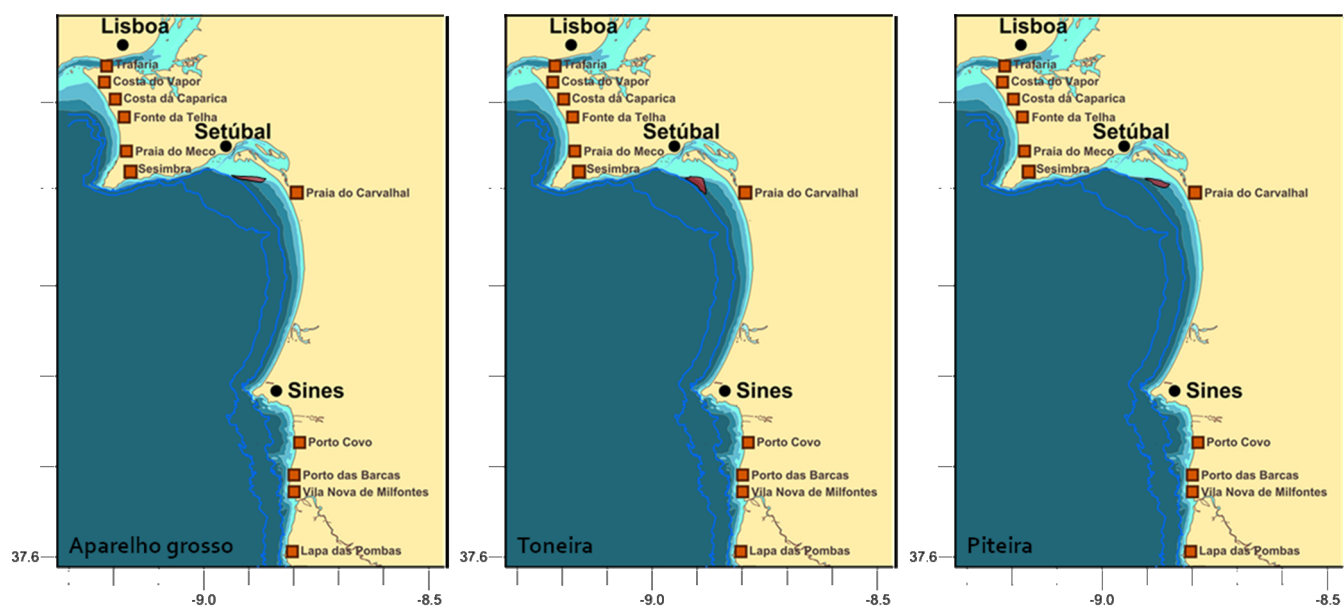
Setúbal

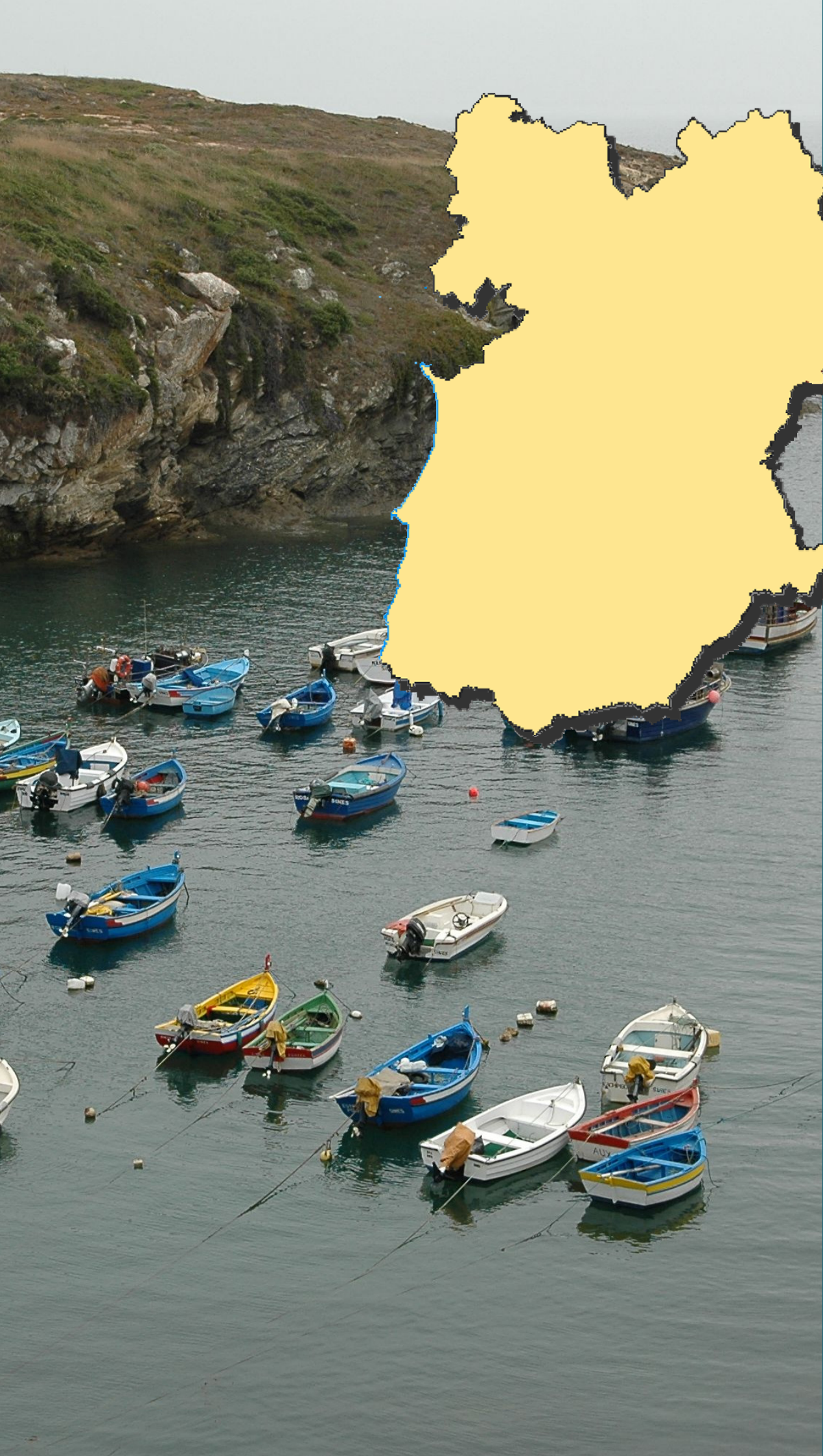
N.º de inquéritos: 45











NUTS II - ALENTEJO

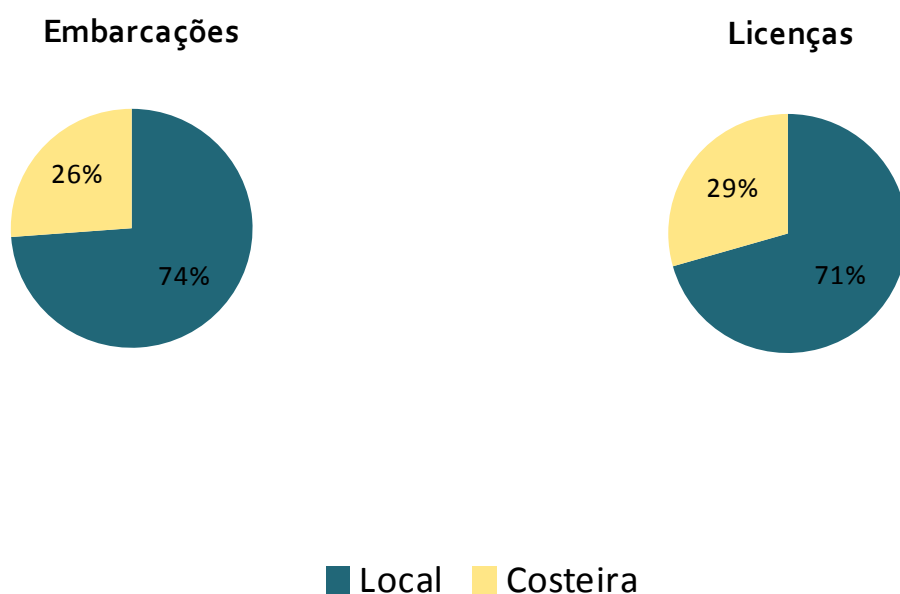
Portos de Pesca

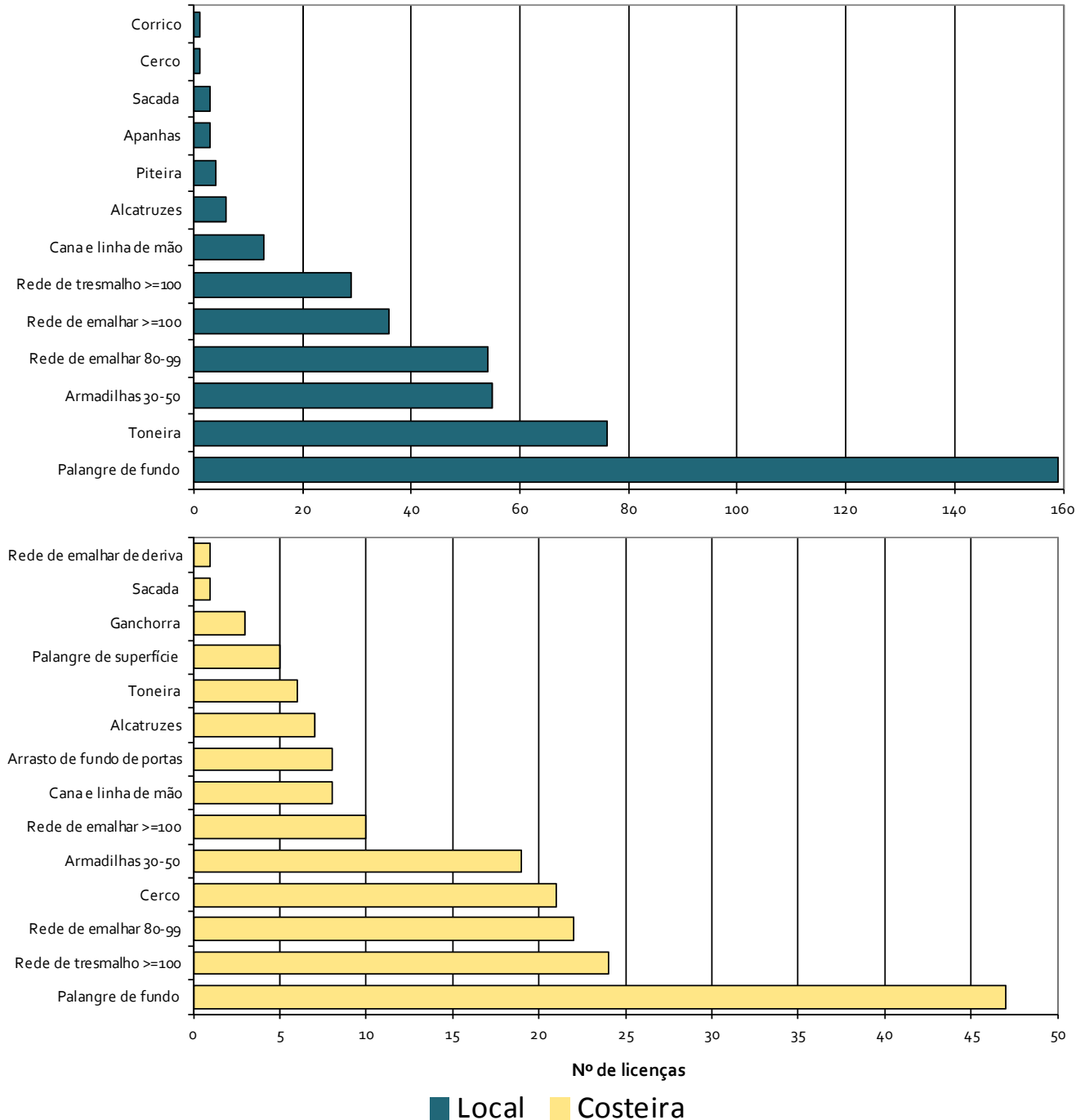
- Carrasqueira
- Praia do Carvalhal
- Sines
- Porto Covo
- Porto das Barcas
- Lapa das Pombas
- Entrada da Barca
- Azenha do Mar

Descrição da frota para NUTS II Alentejo

Nº total de embarcações: 218 (Local - 161; Costeira - 57)

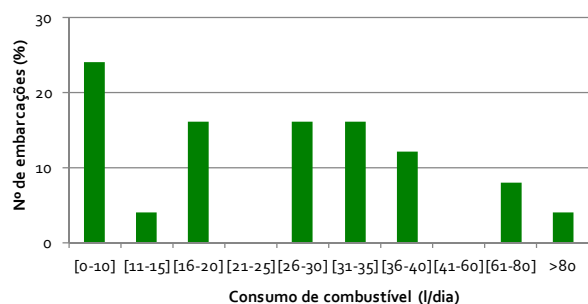
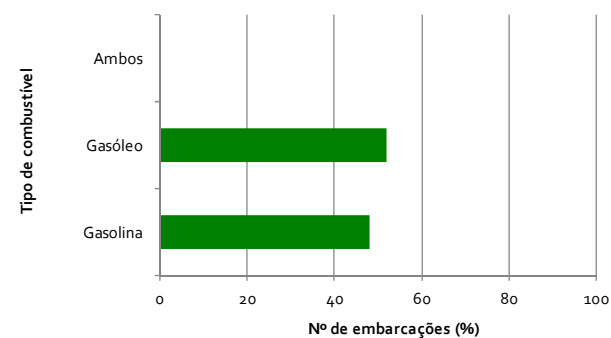
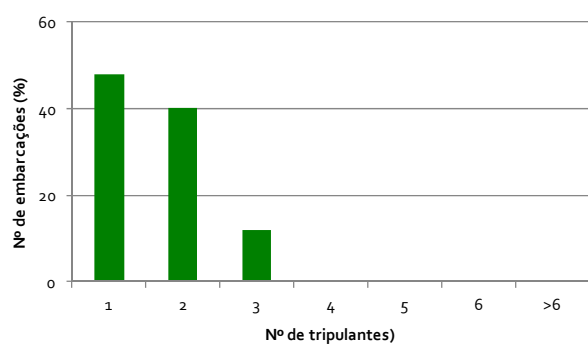
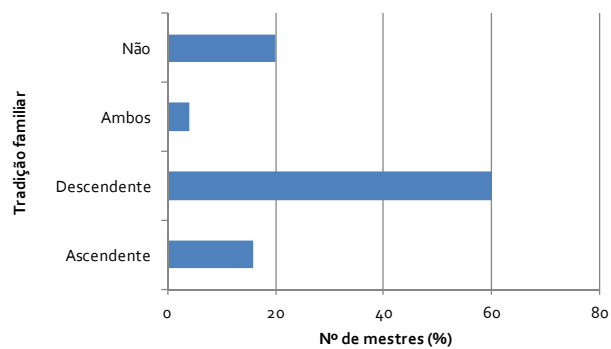
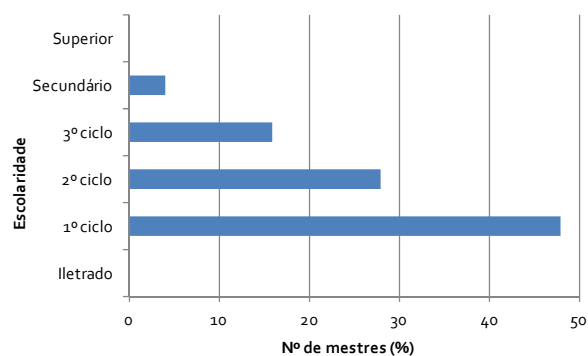
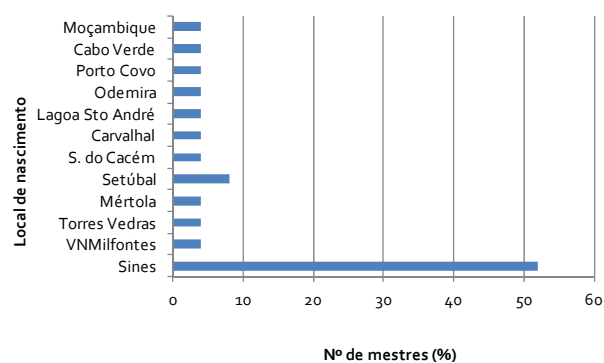
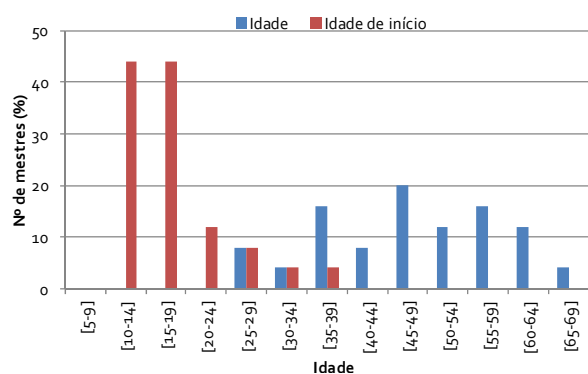
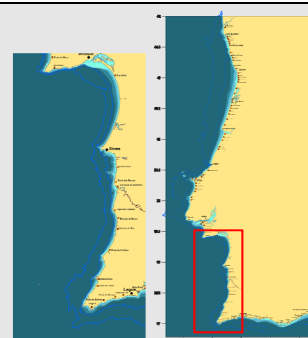
Nº total de licenças: 632 (Local - 446; Costeira - 186)

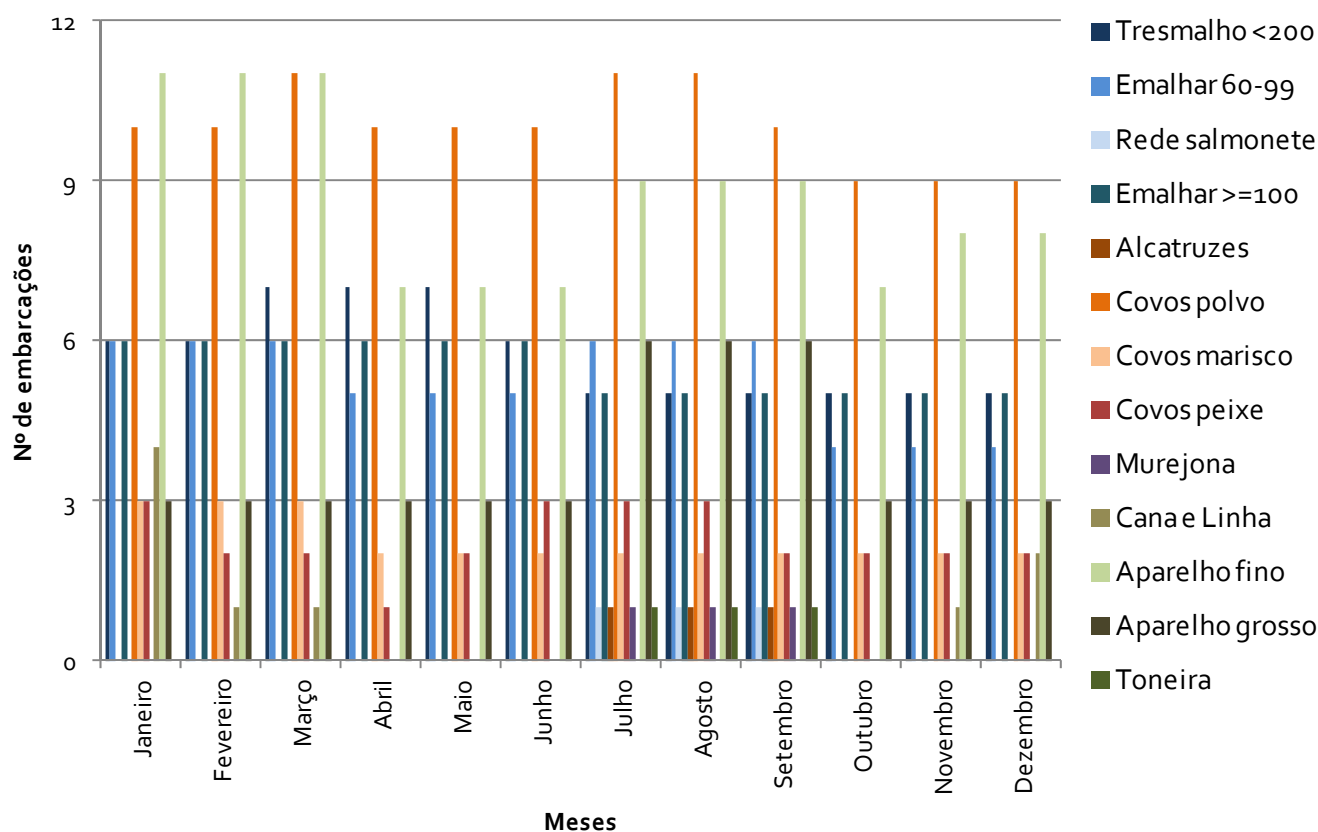
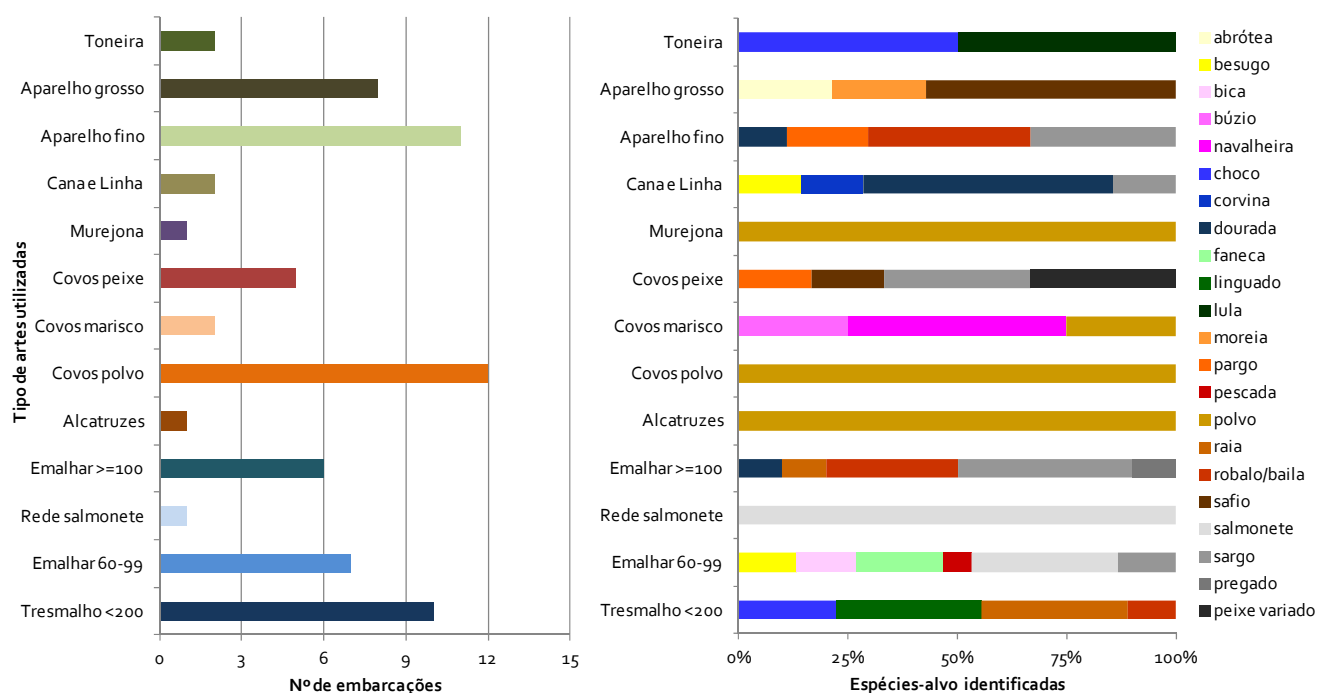




Sines

N.º de inquéritos: 25





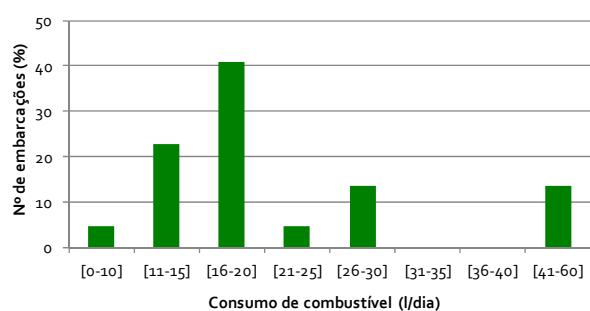
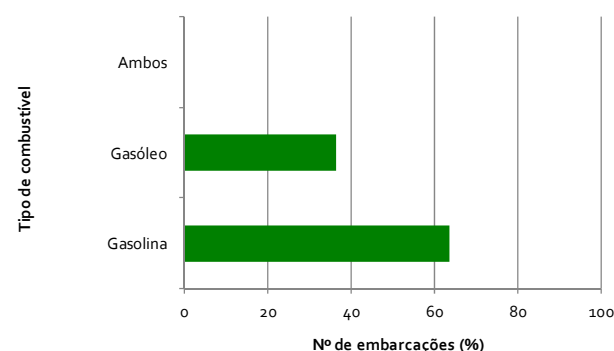
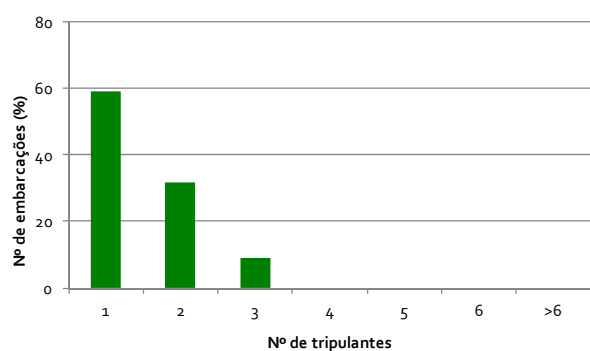
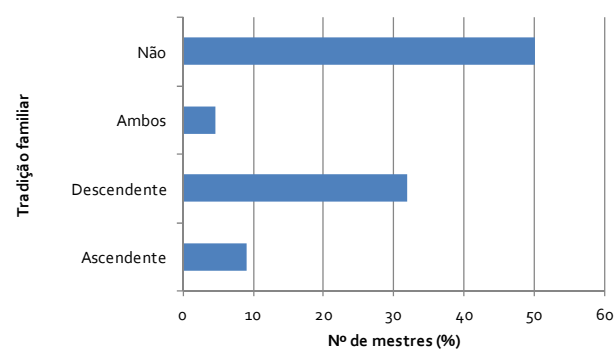
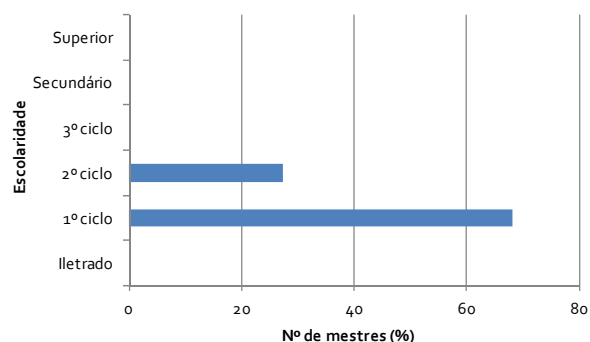
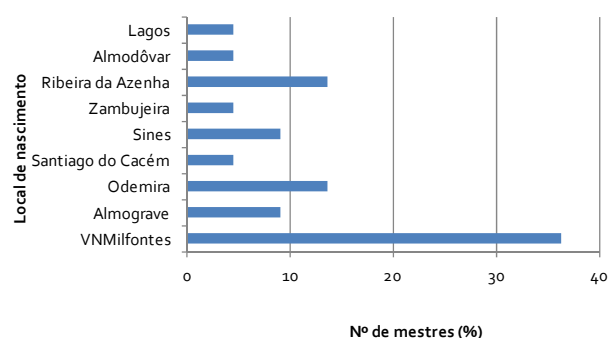
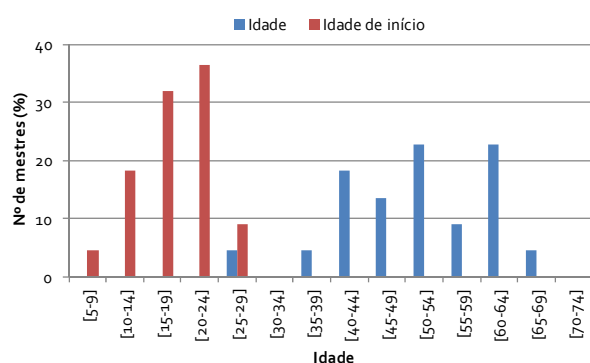
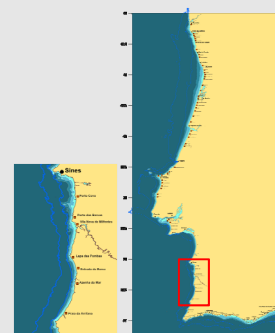


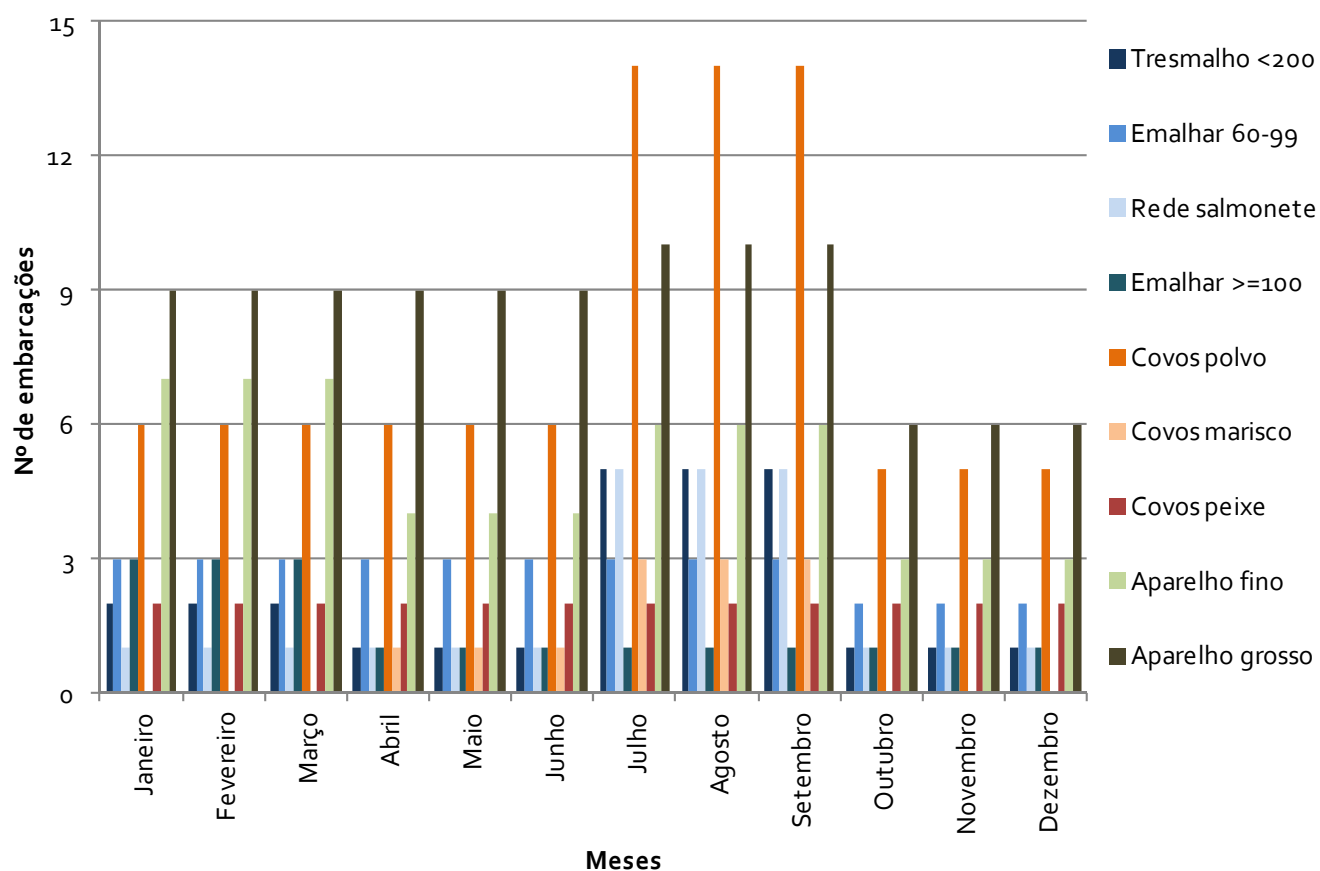
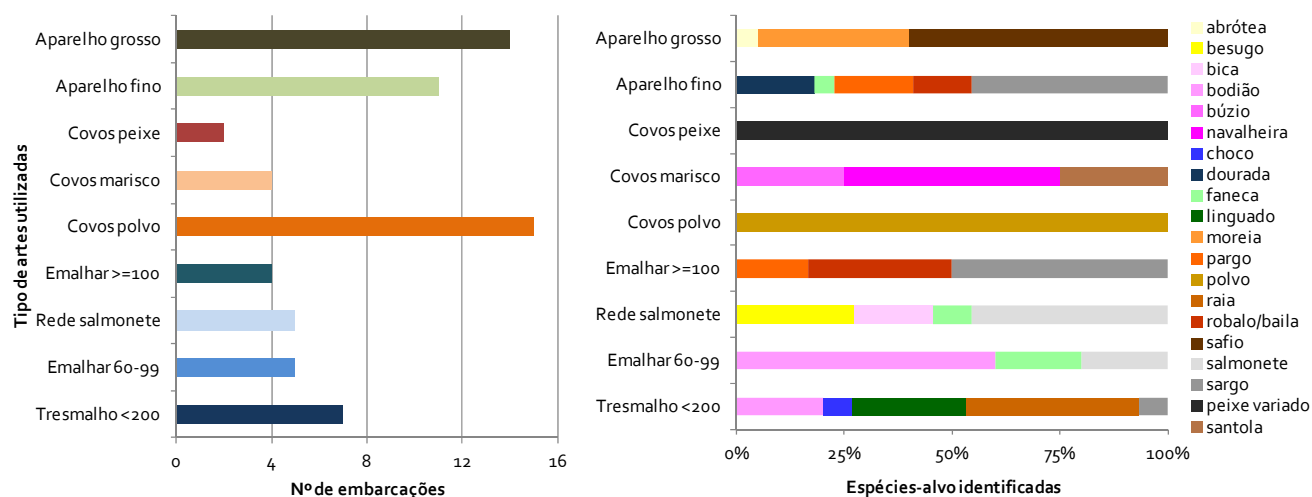


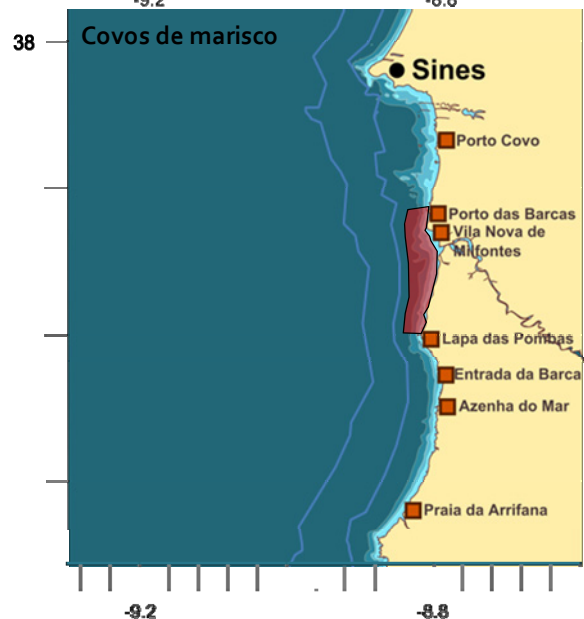
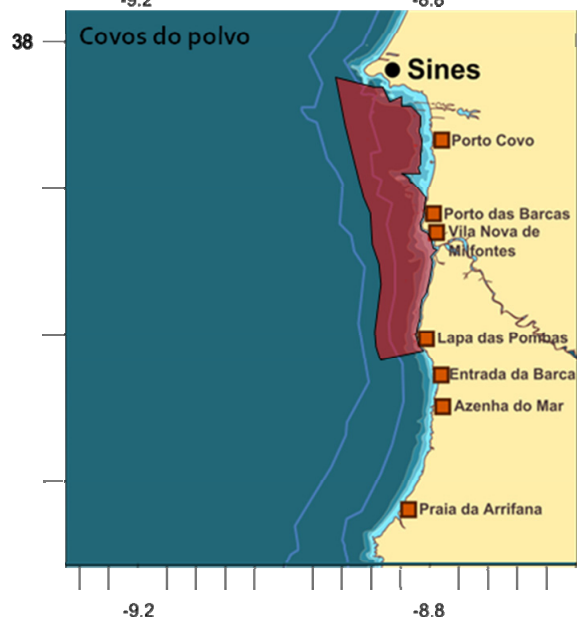
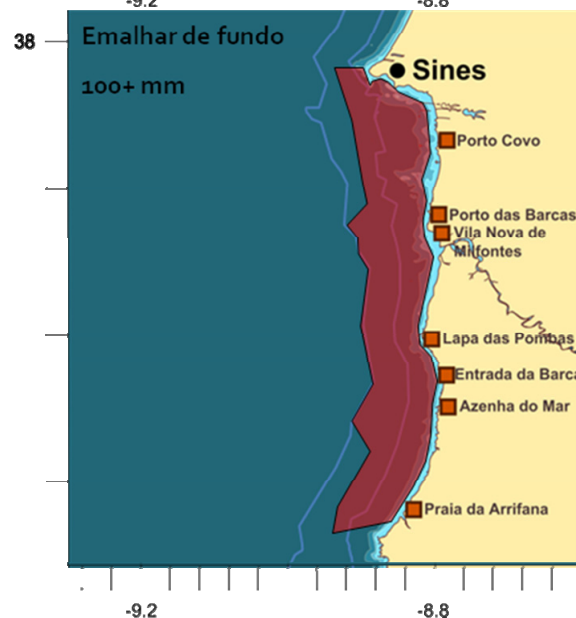
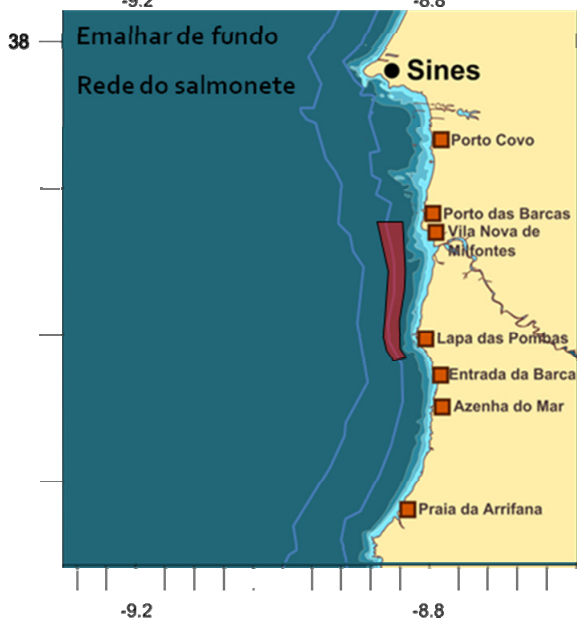
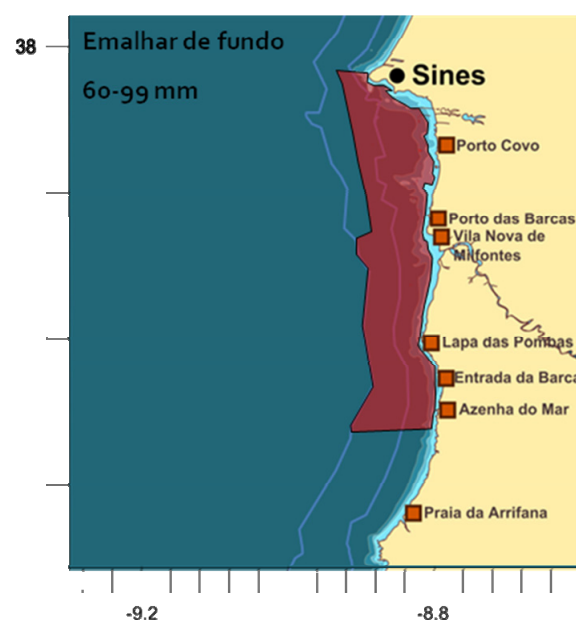
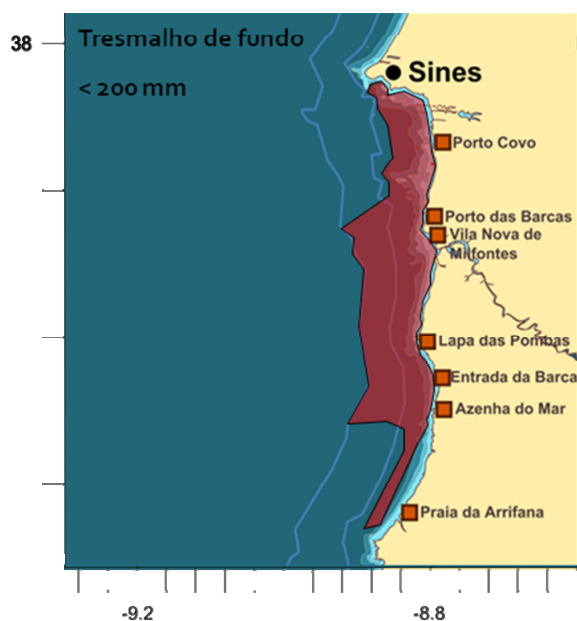


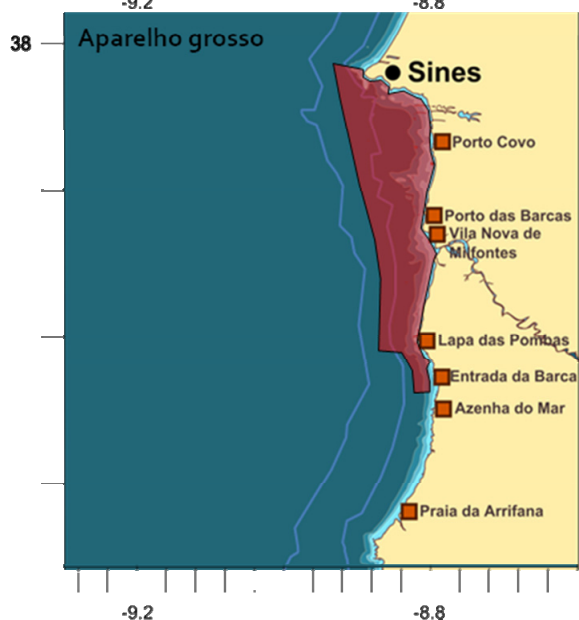
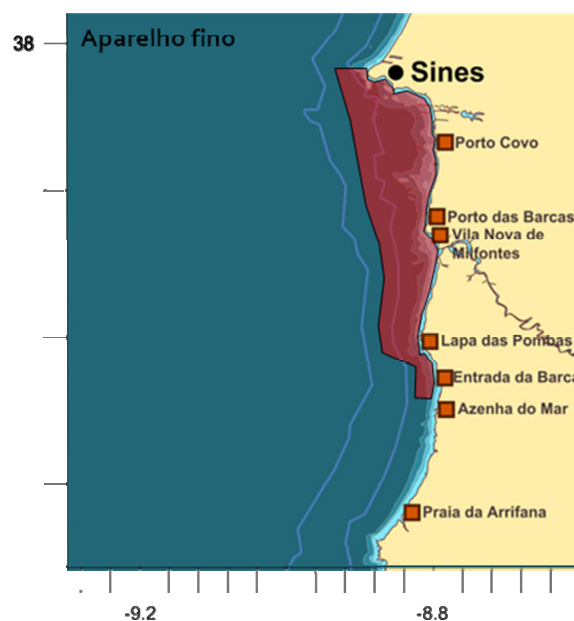
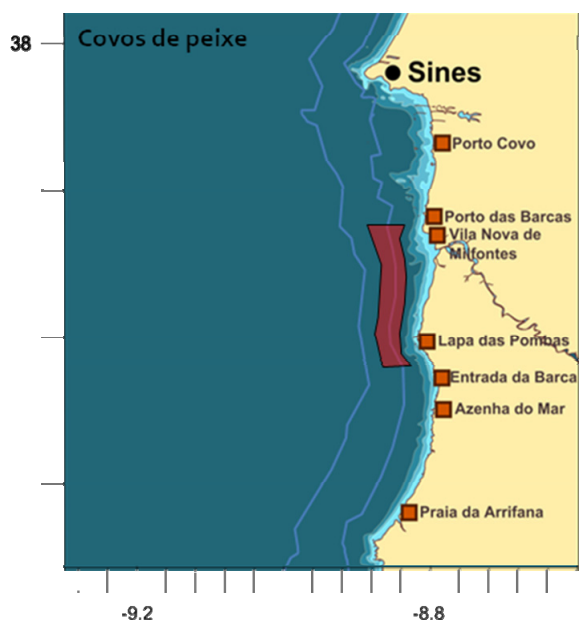
Porto Covo, Vila Nova de Milfontes (Porto das Barcas), Almogrove (Lapa das Pombas)

N.º de inquéritos: 22



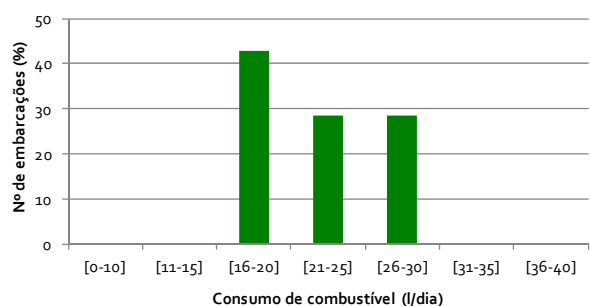
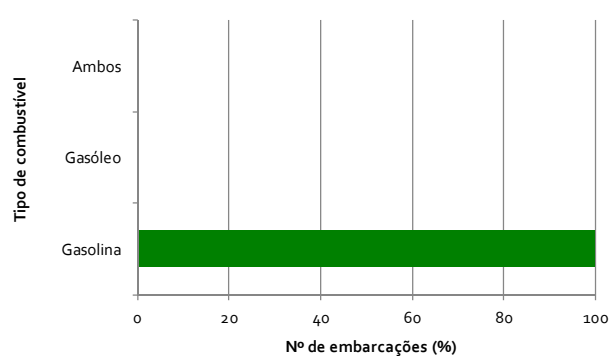
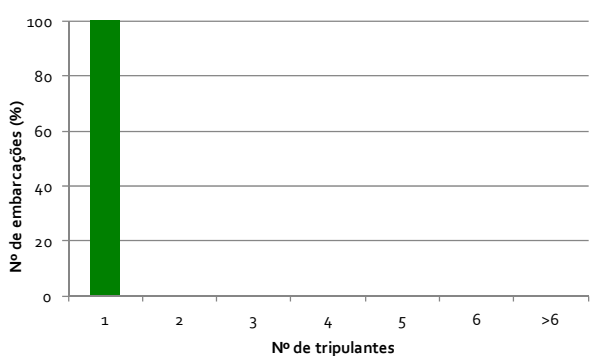
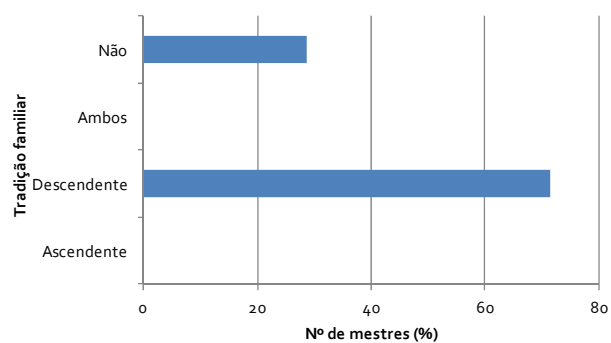
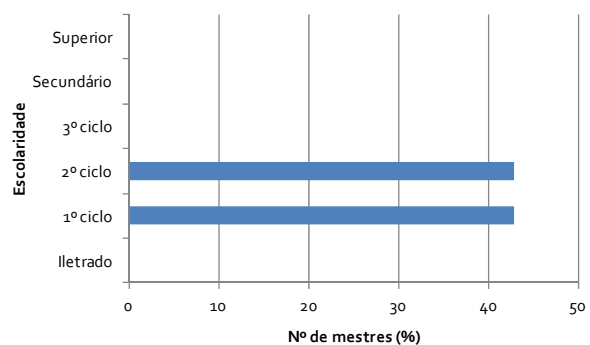
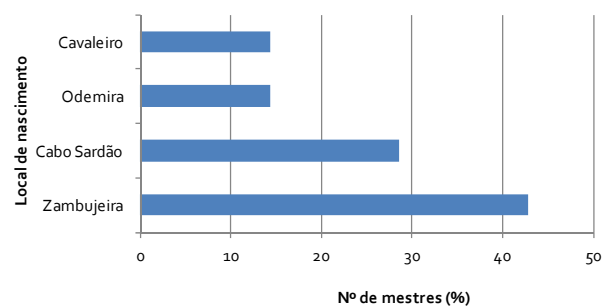
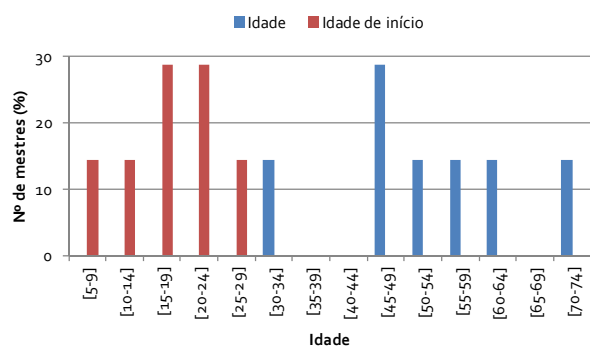
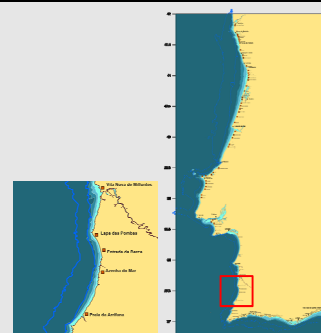


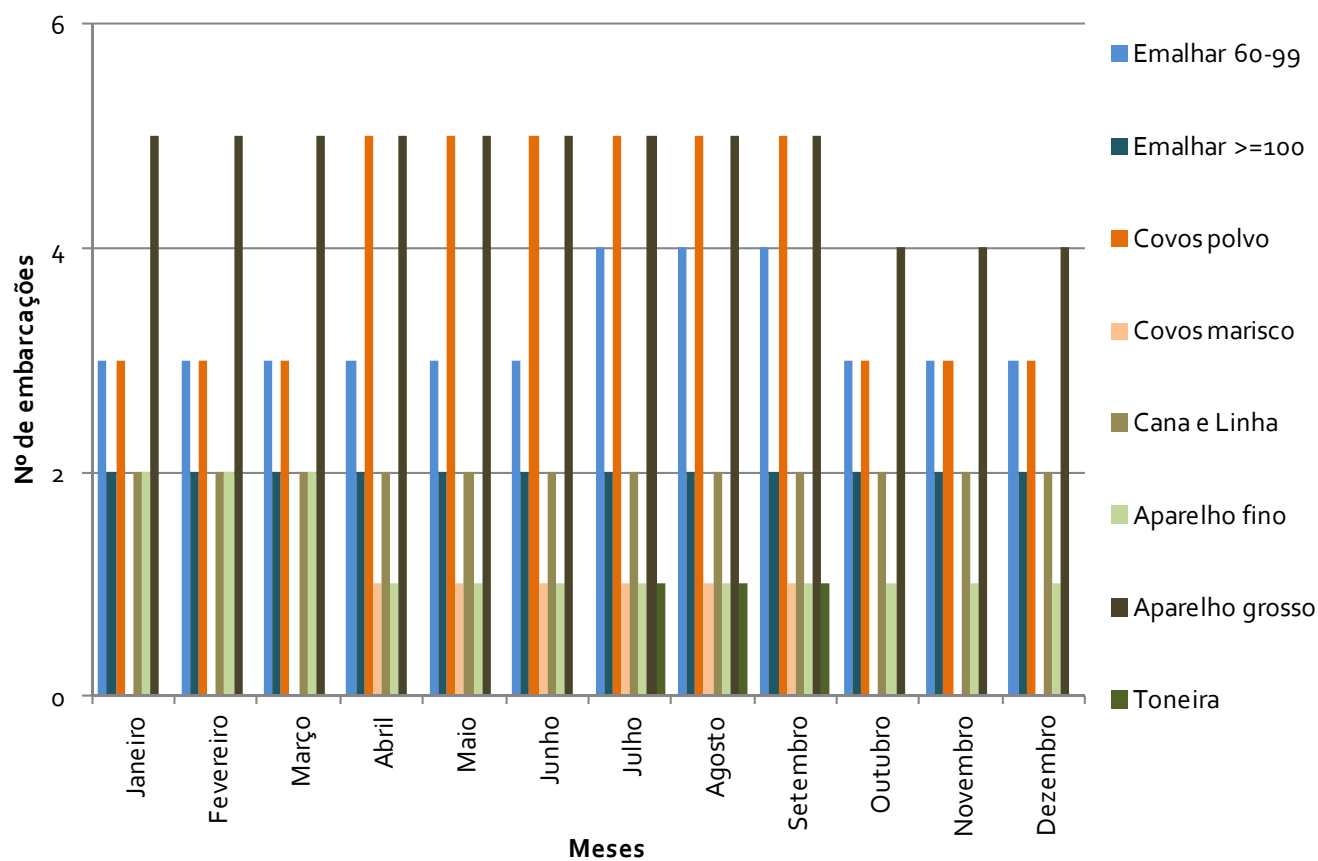
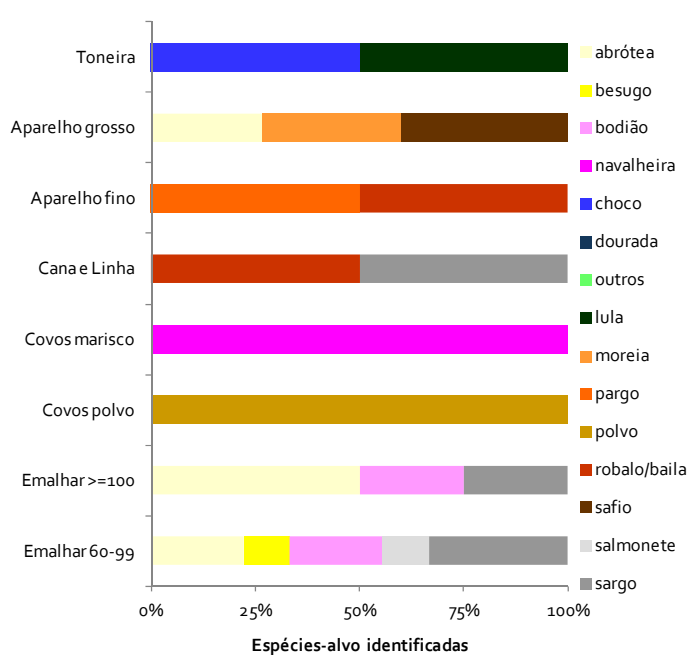
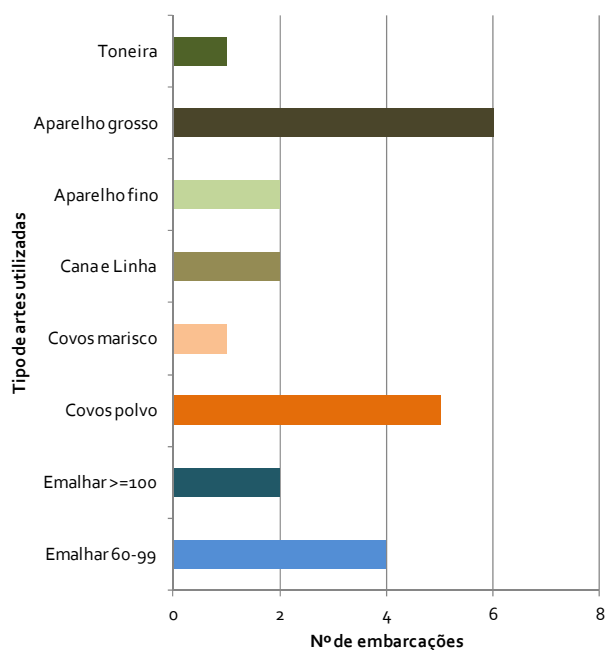


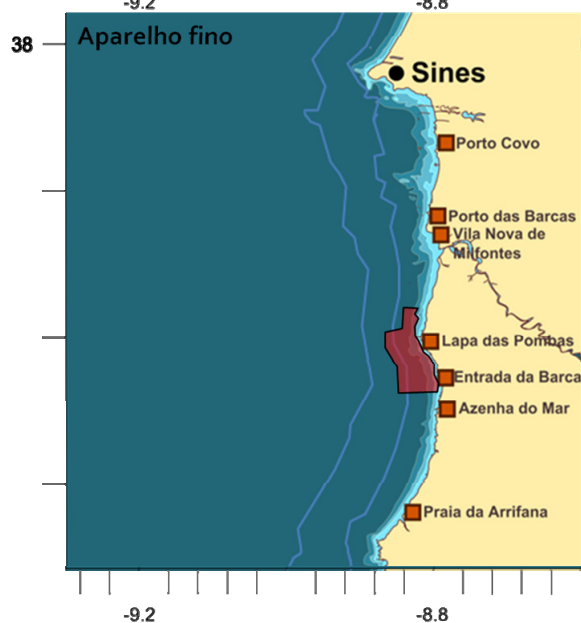
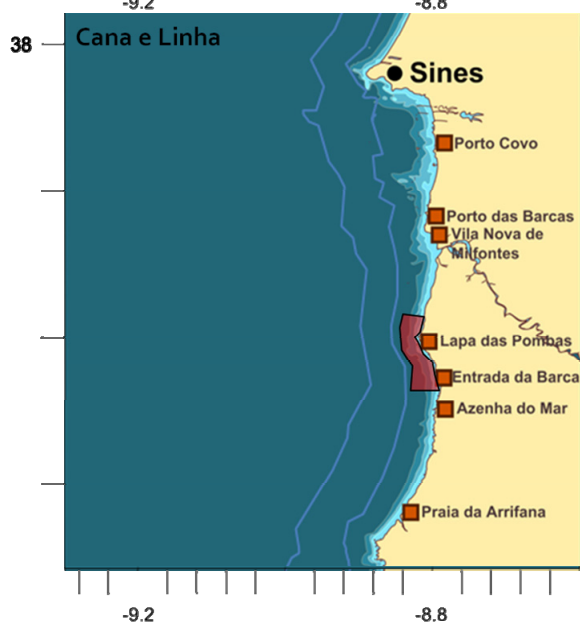
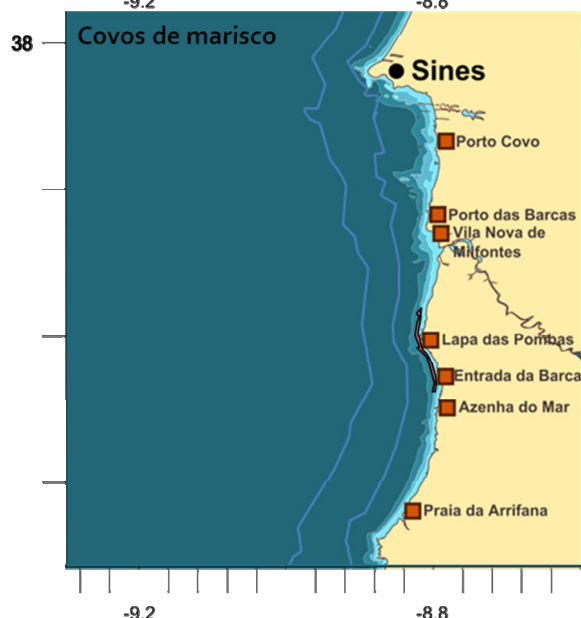
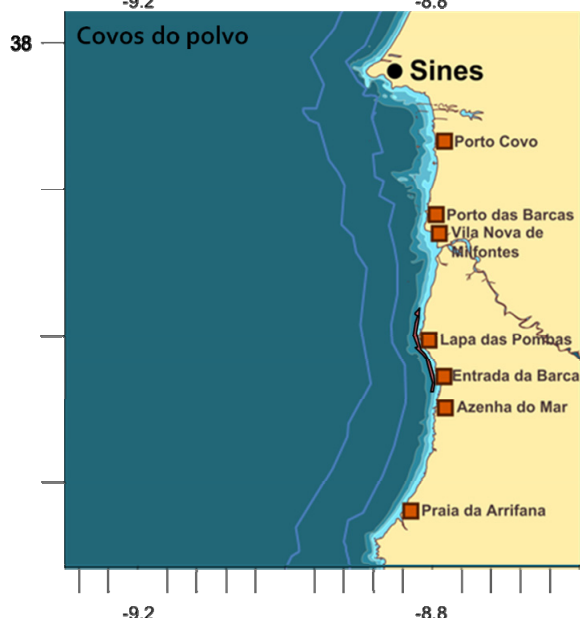
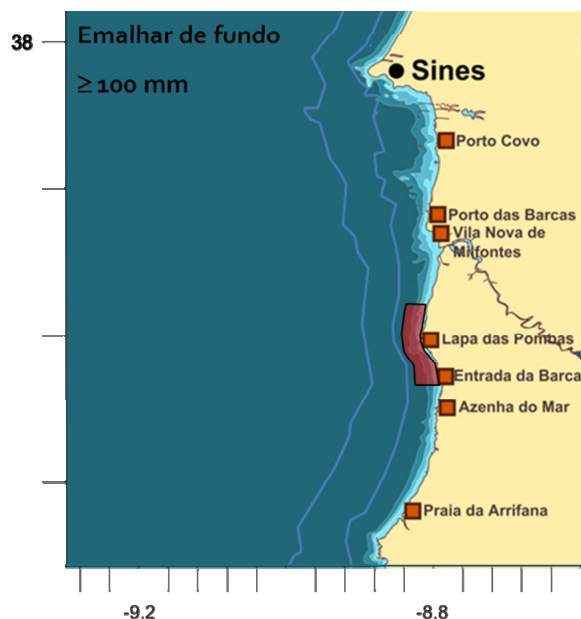
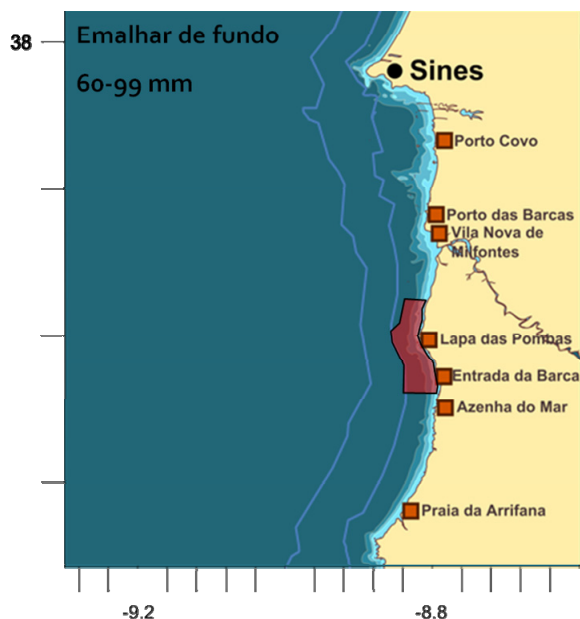


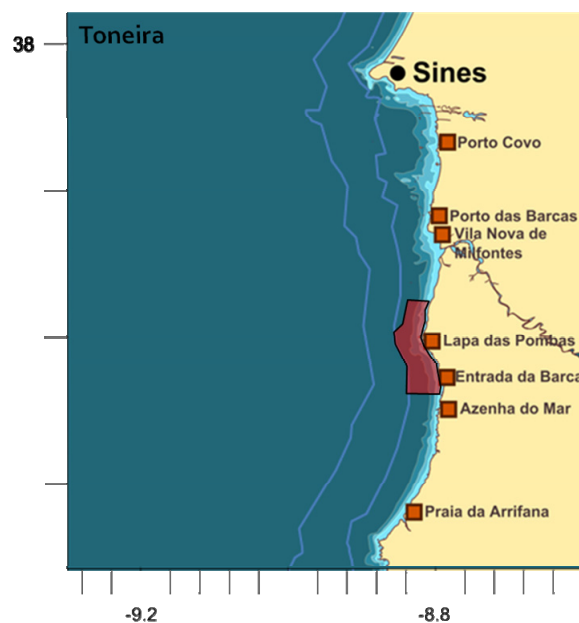
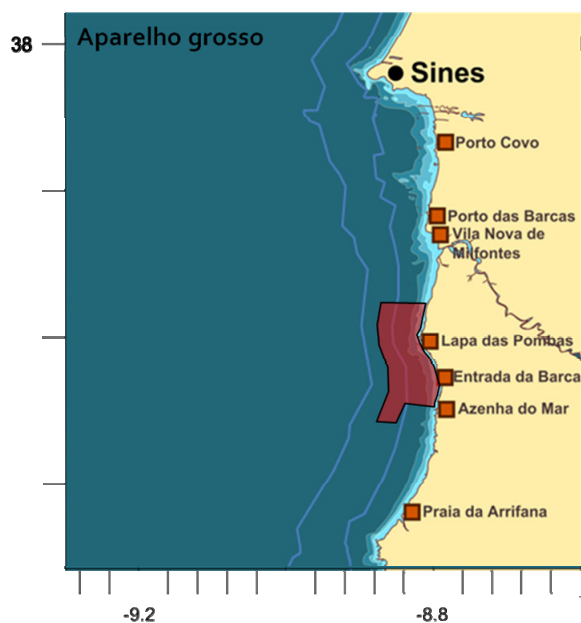
Zambujeira (Entrada da Barca)

N.º de inquéritos: 7



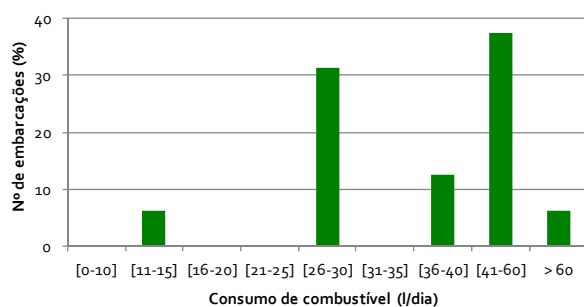
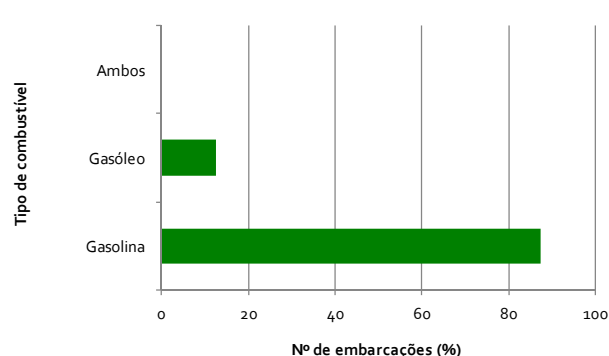
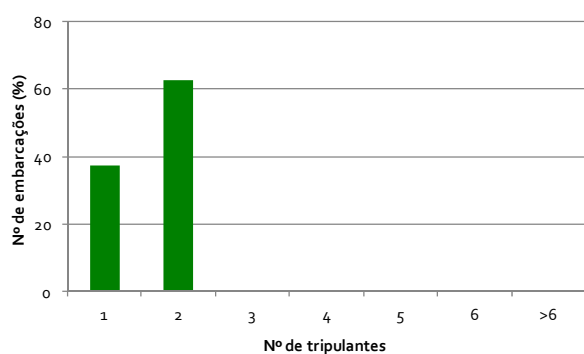
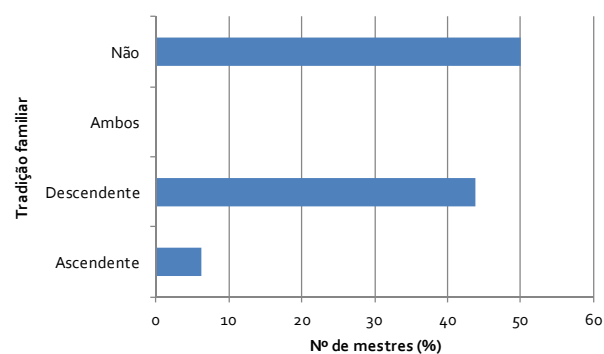
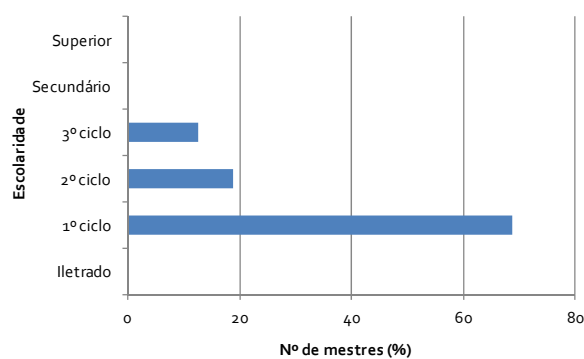
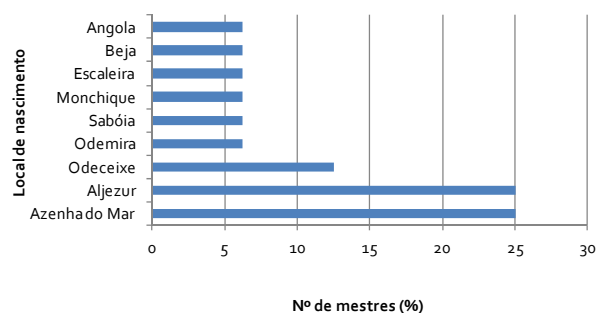
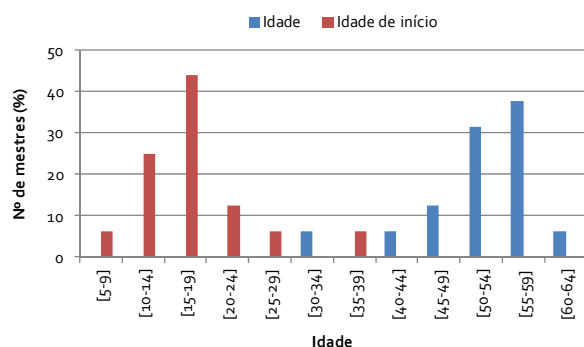
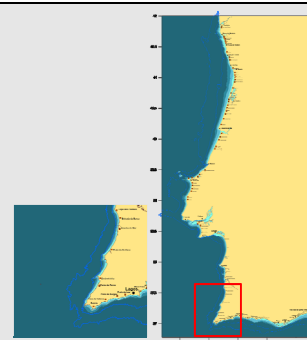


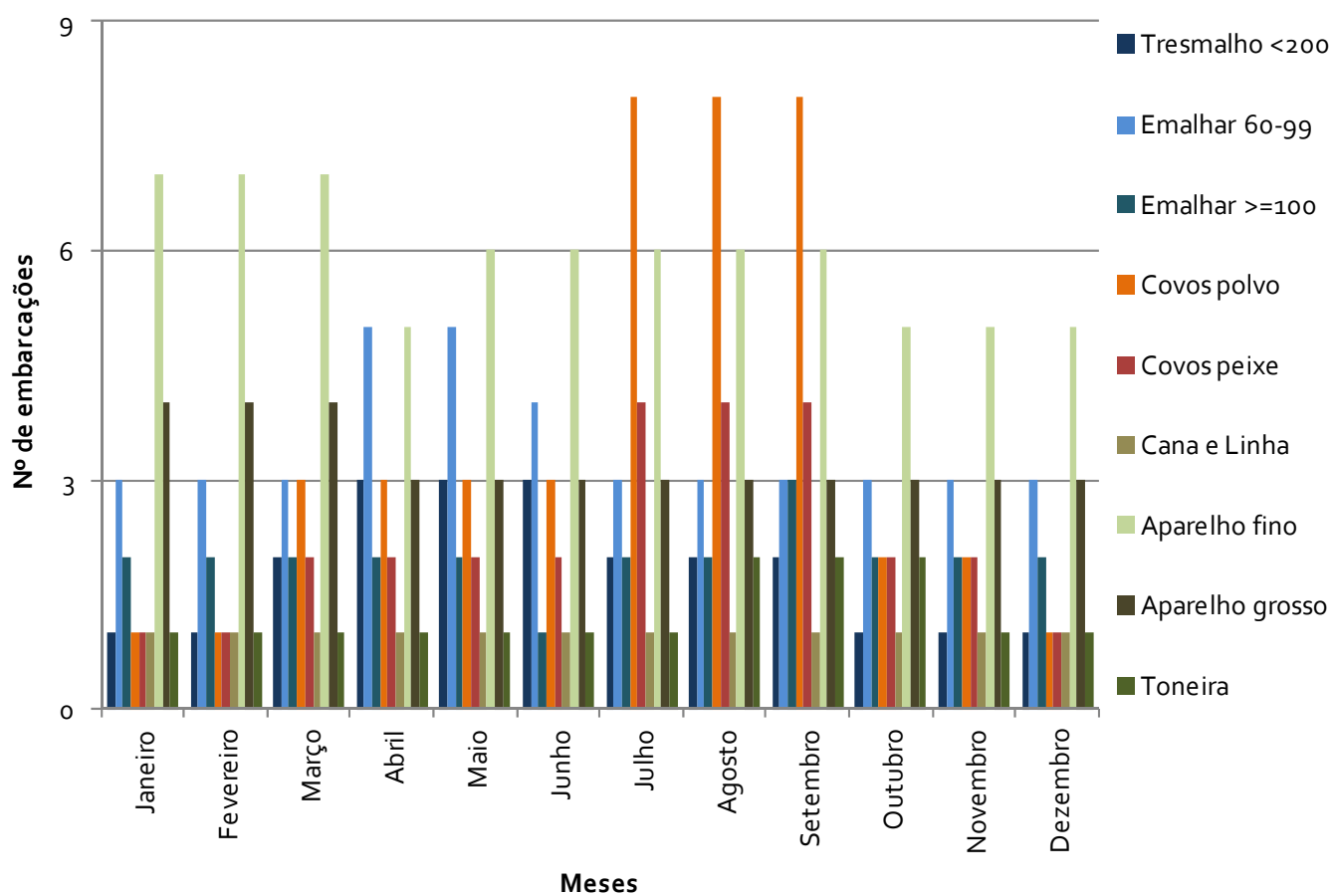
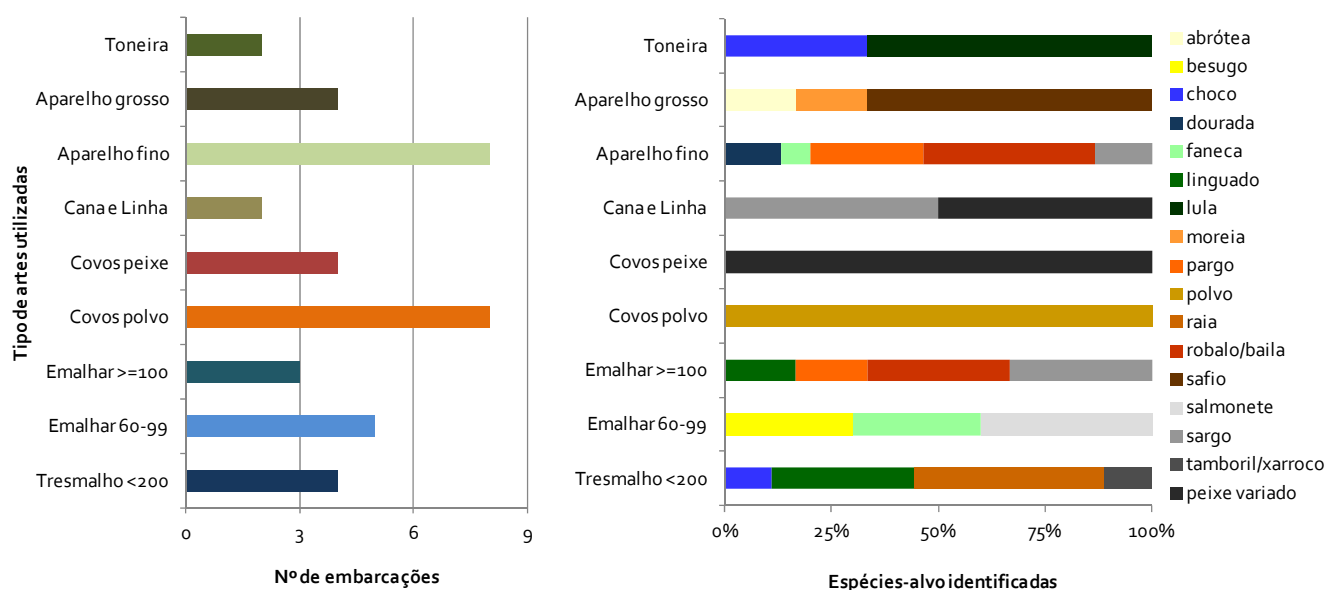


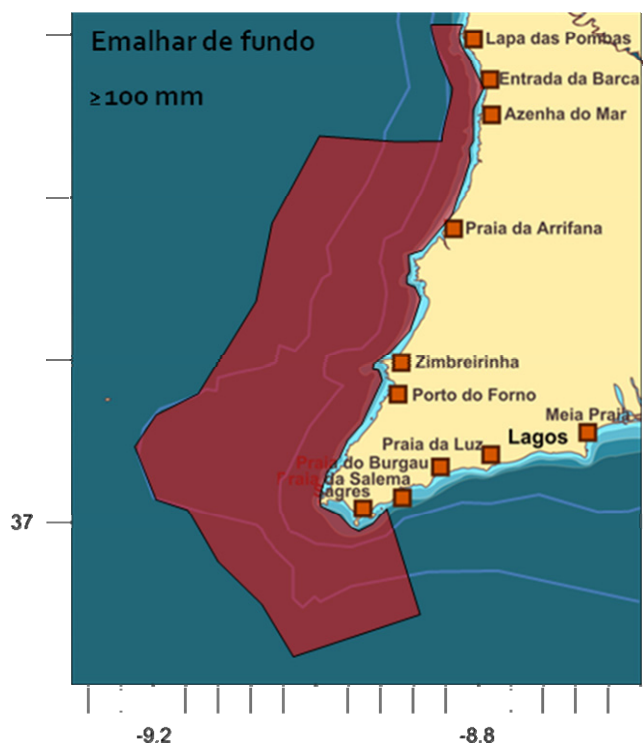
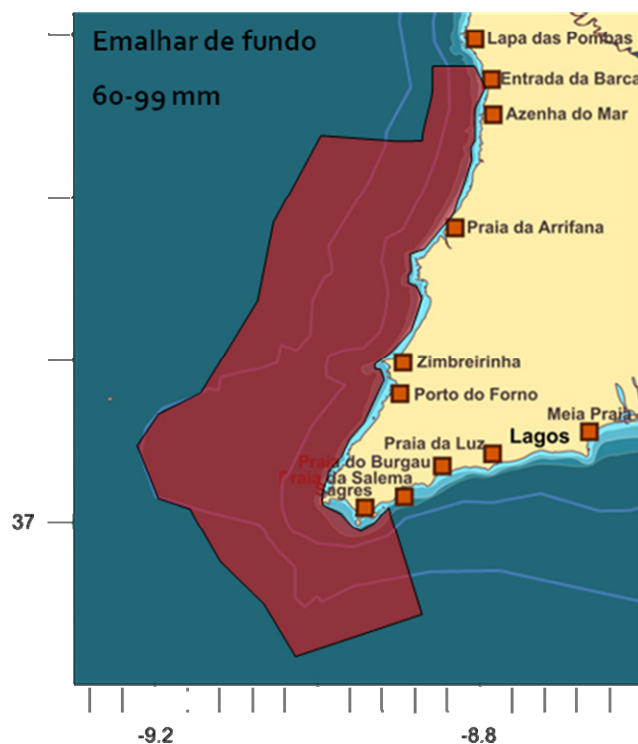


Azenha do Mar

N.º de inquéritos: 16













NUTS II - ALGARVE

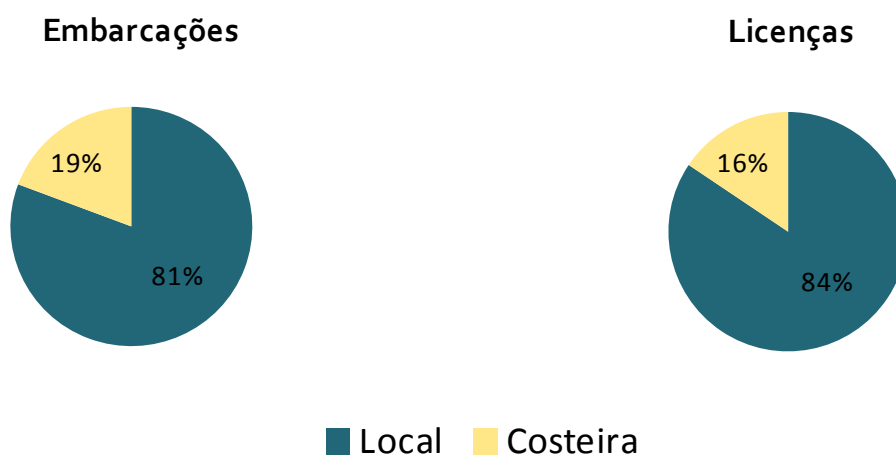
Portos de Pesca

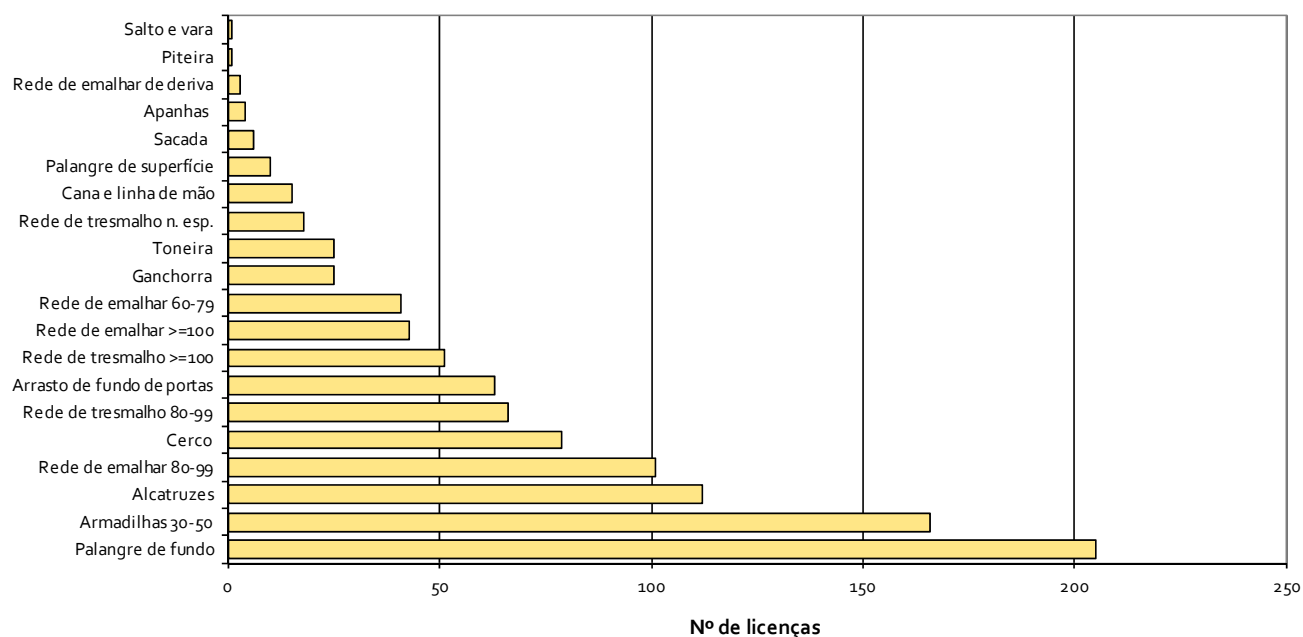
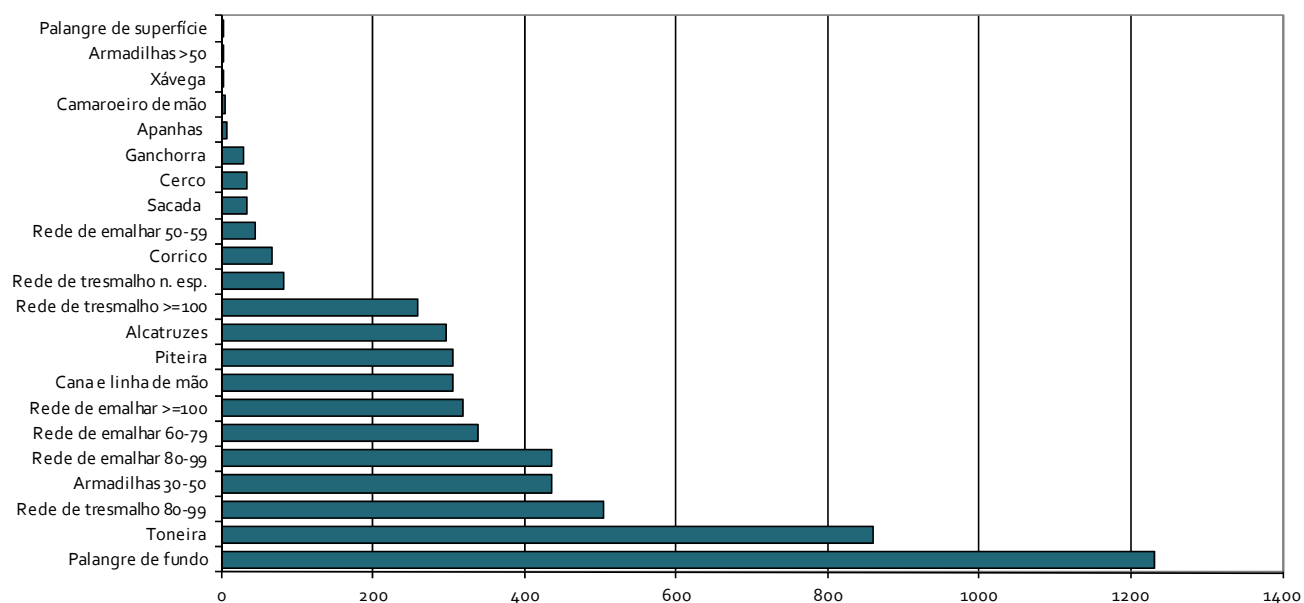
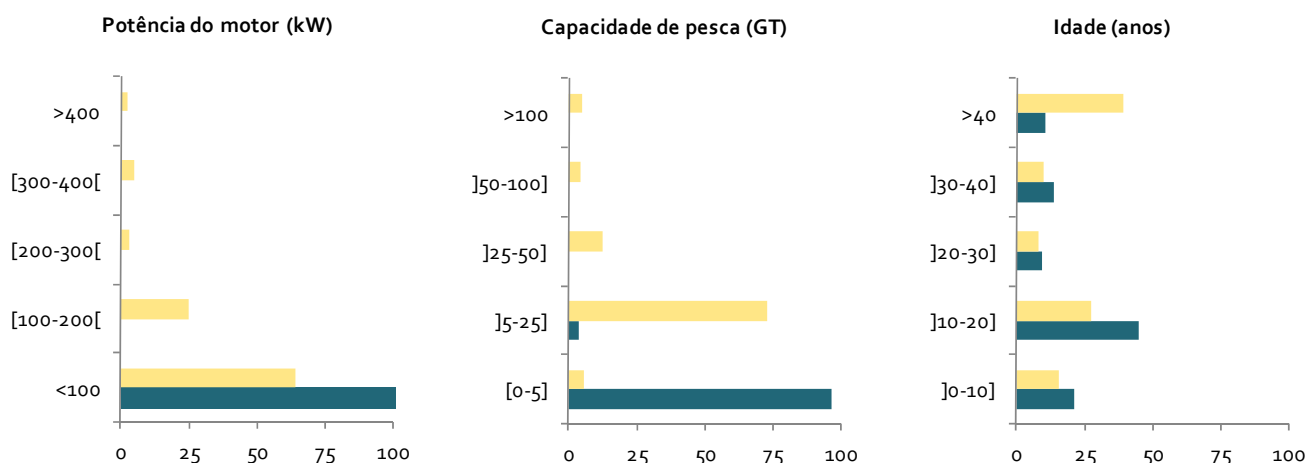
- Arrifana
- Zimbreirinha
- Porto do Forno
- Sagres
- Salema
- Burgau
- Lagos
- Alvor
- Portimão
- Ferragudo
- Carvoeiro
- Benagil
- Senhora da Rocha
- Armação de Pêra
- Albufeira
- Olhos d'Água
- Quarteira
- Faro
- Ilha da Culatra
- Olhão
- Fuzeta
- Santa Luzia
- Tavira
- Cabanas de Tavira
- Cacela
- Manta Rota (Praia da Lota)
- Altura (Alagoas)
- Monte Gordo
- Vila Real de Santo António

Descrição da frota para NUTS II Algarve

Nº total de embarcações: 1609 (Local - 1298; Costeira - 311)

Nº total de licenças: 6683 (Local - 5639; Costeira - 1044)

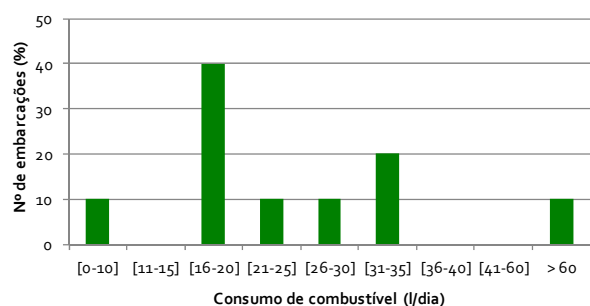
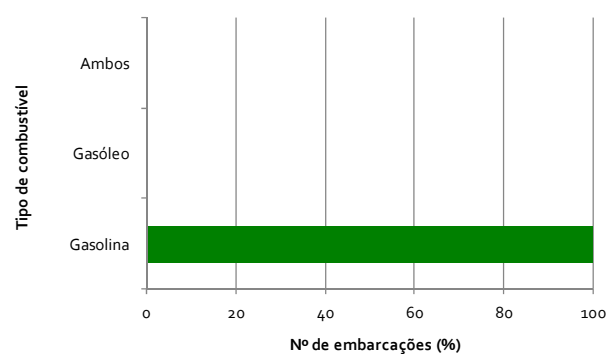
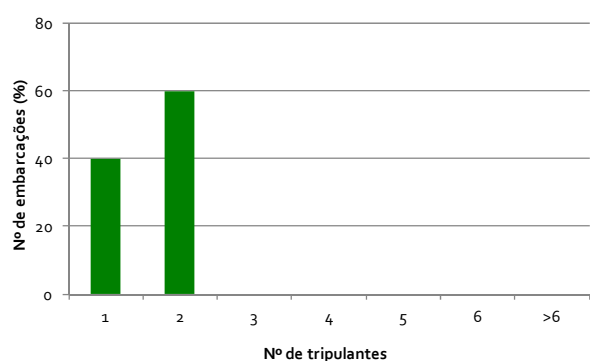
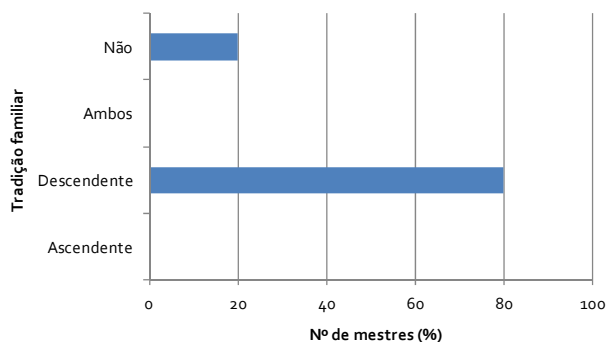
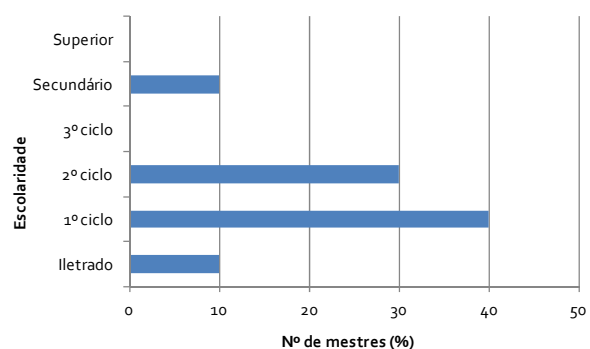
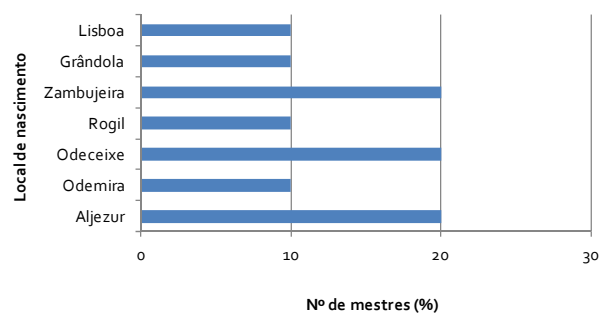
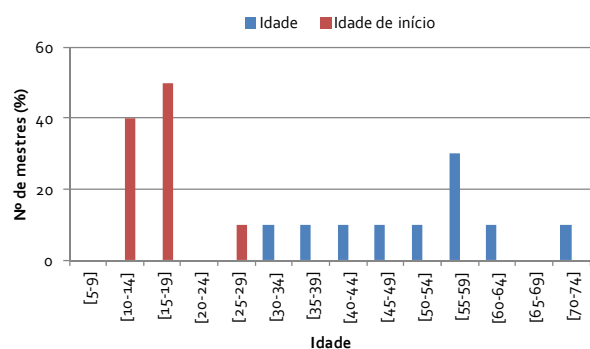
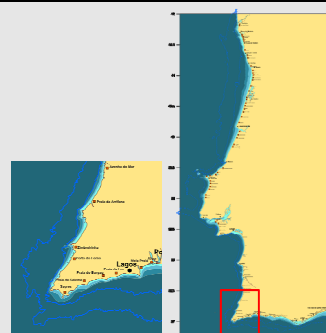


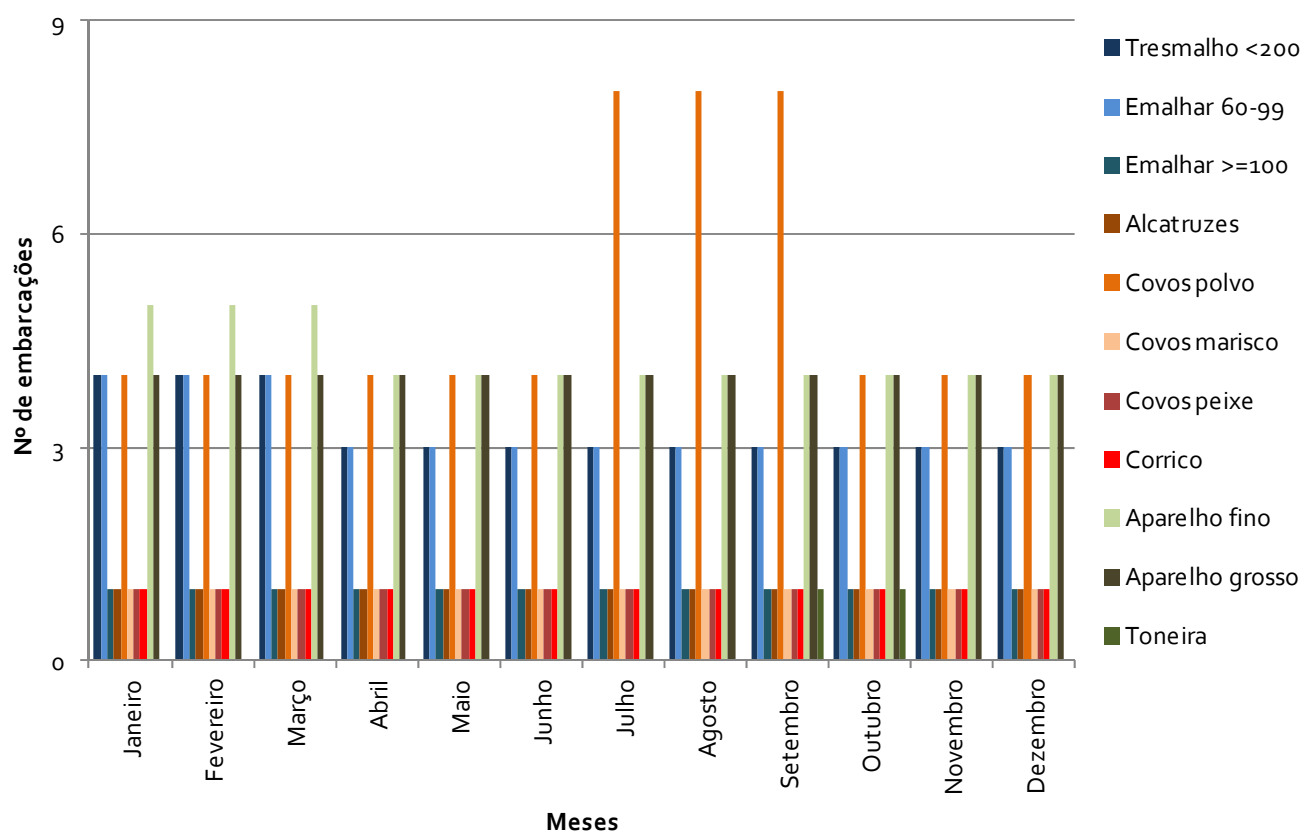
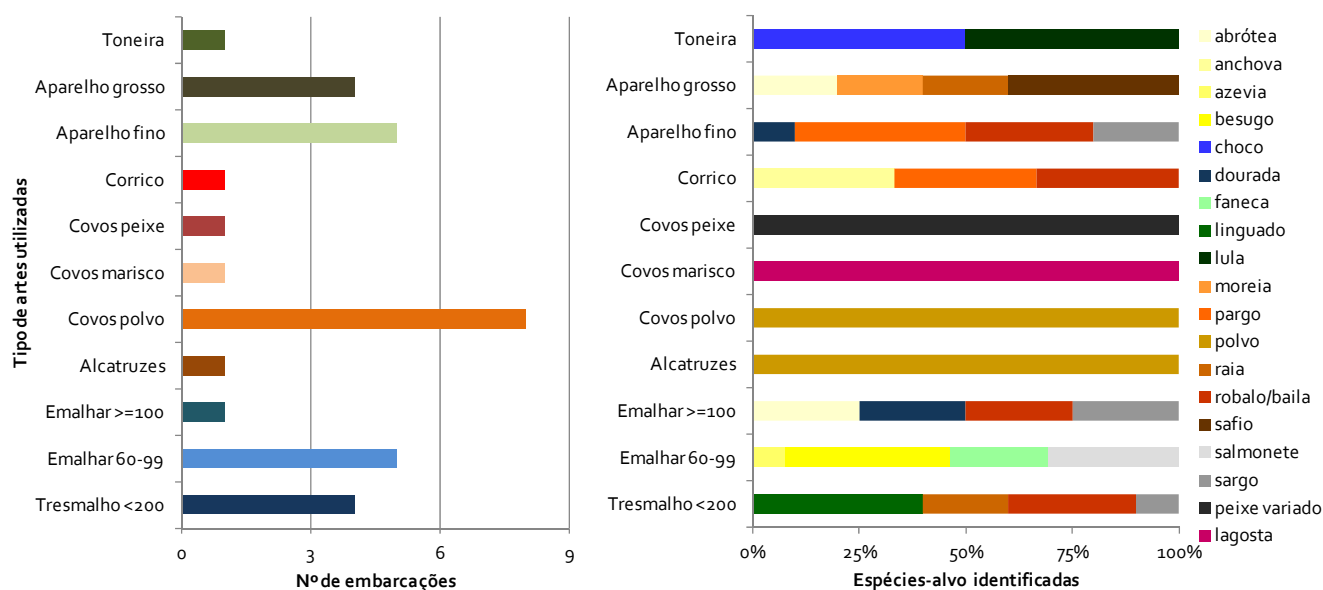


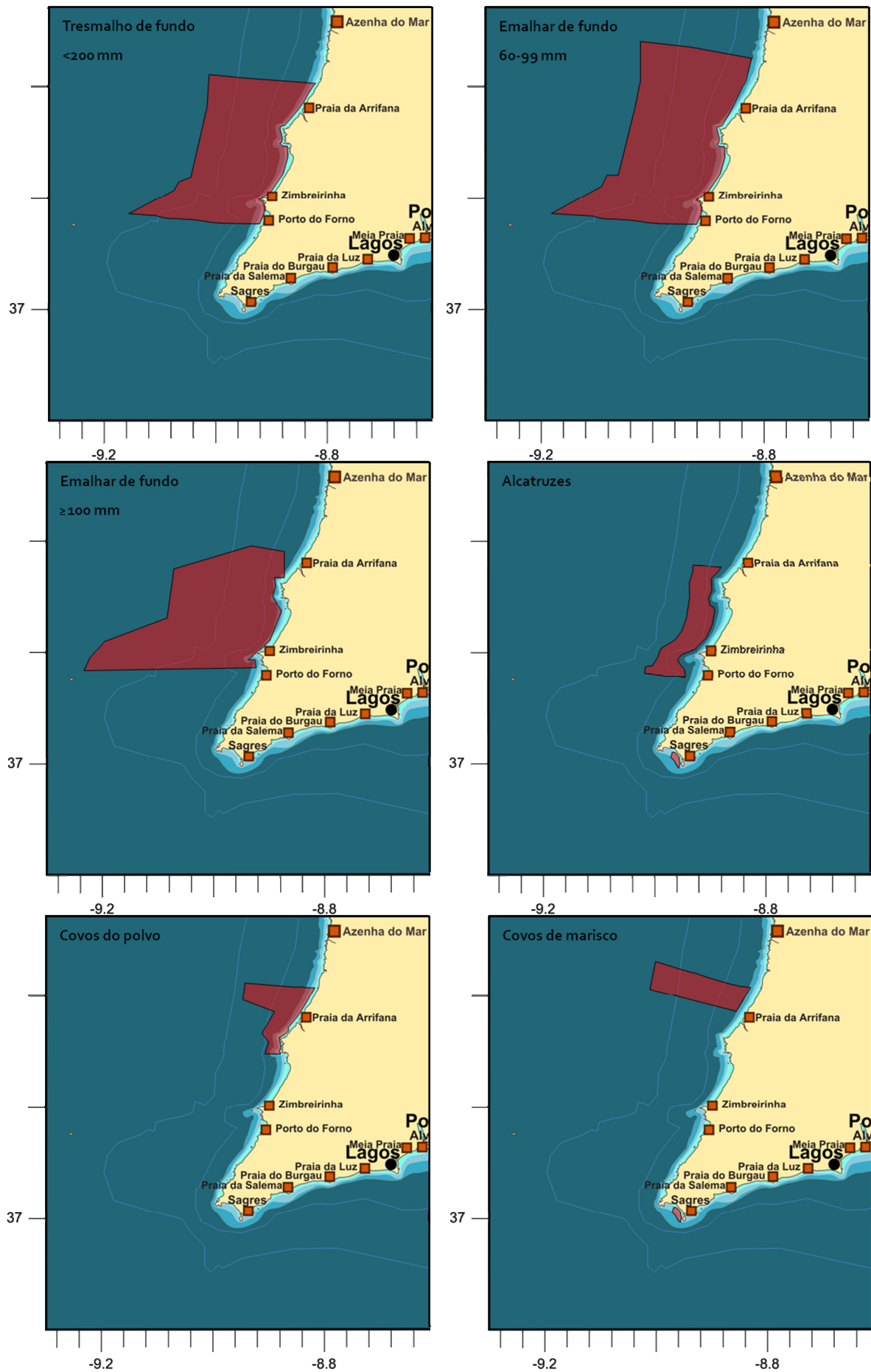
■ Local ■ Costeira

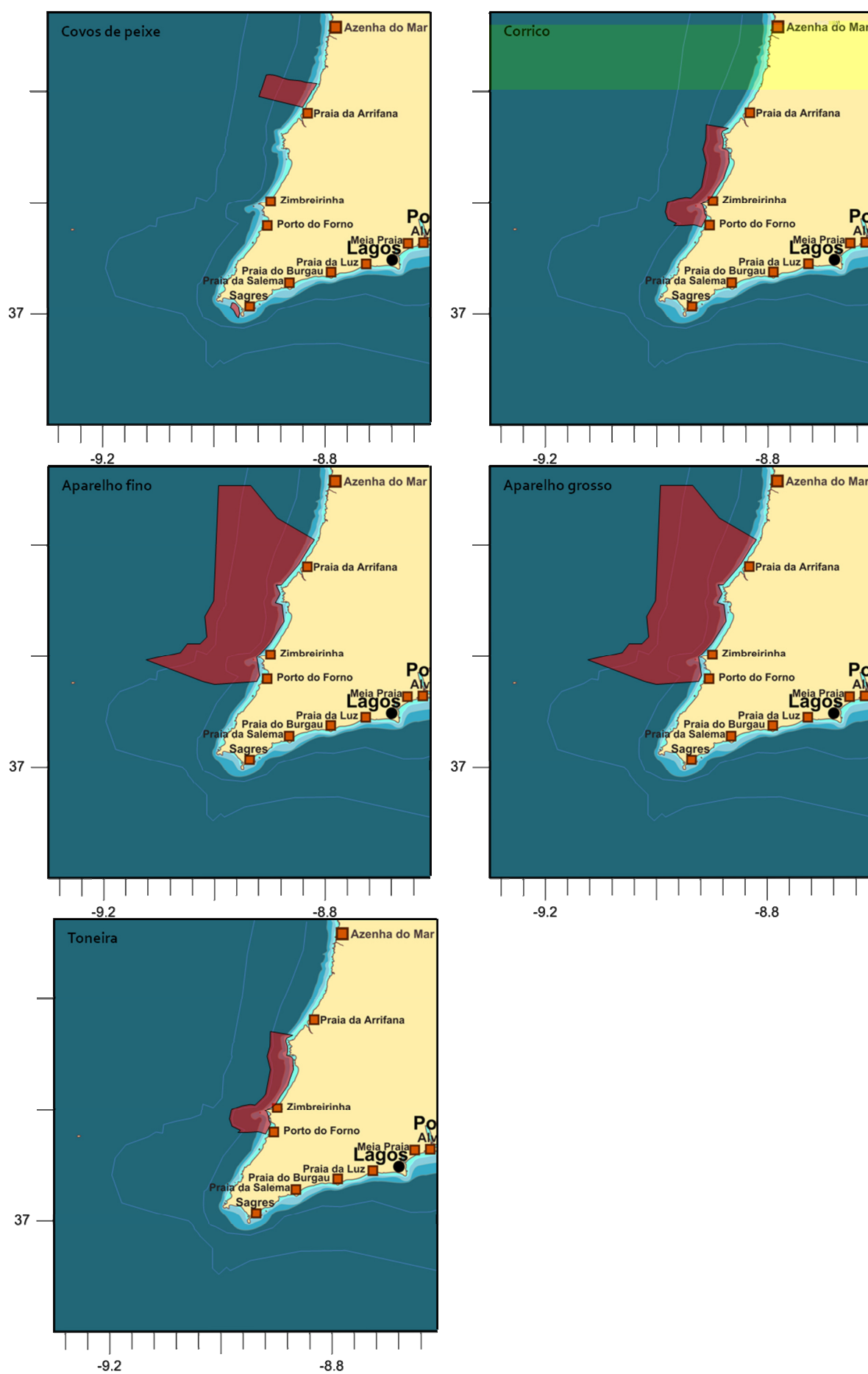
Arrifana

N.º de inquéritos: 10



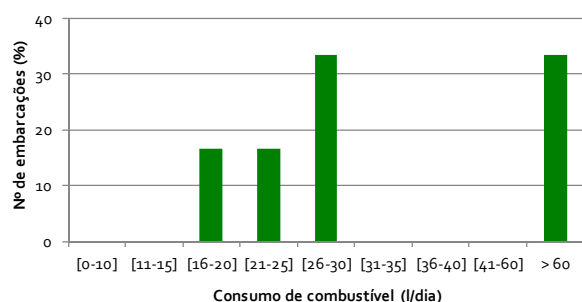
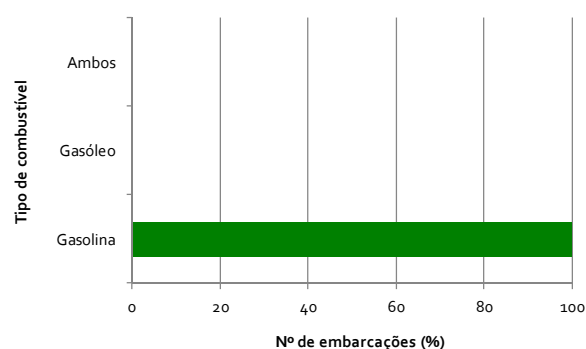
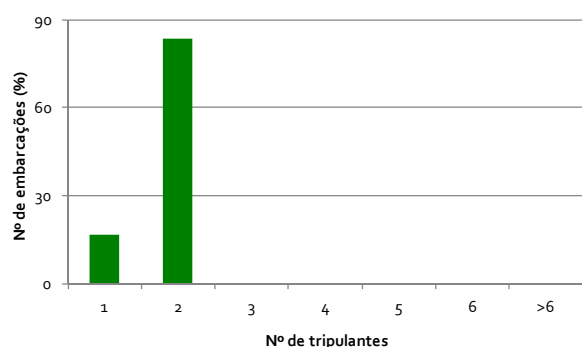
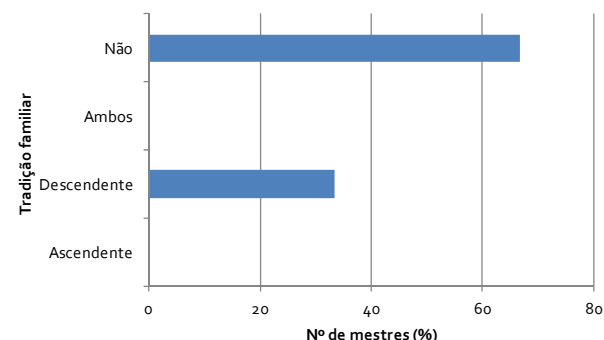
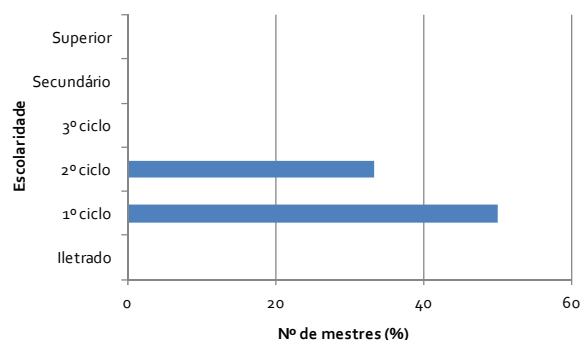
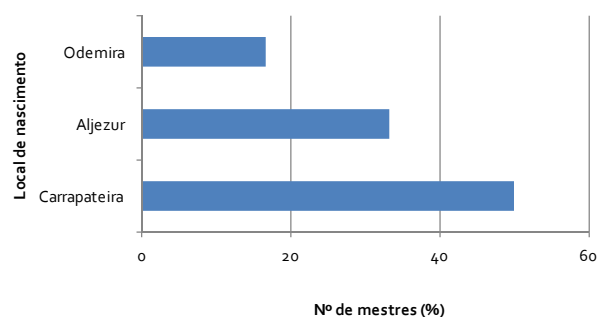
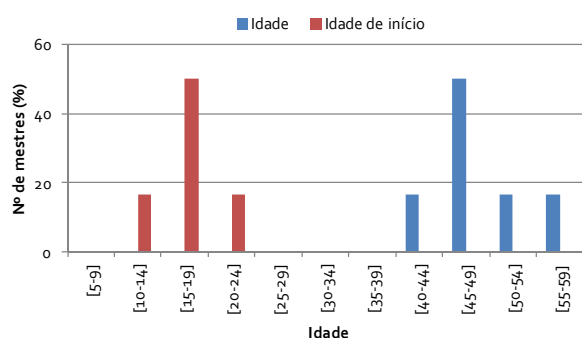
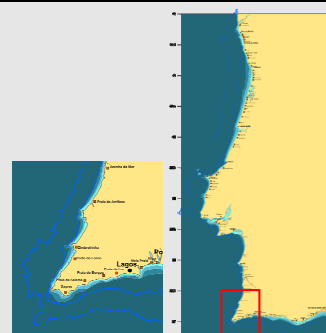


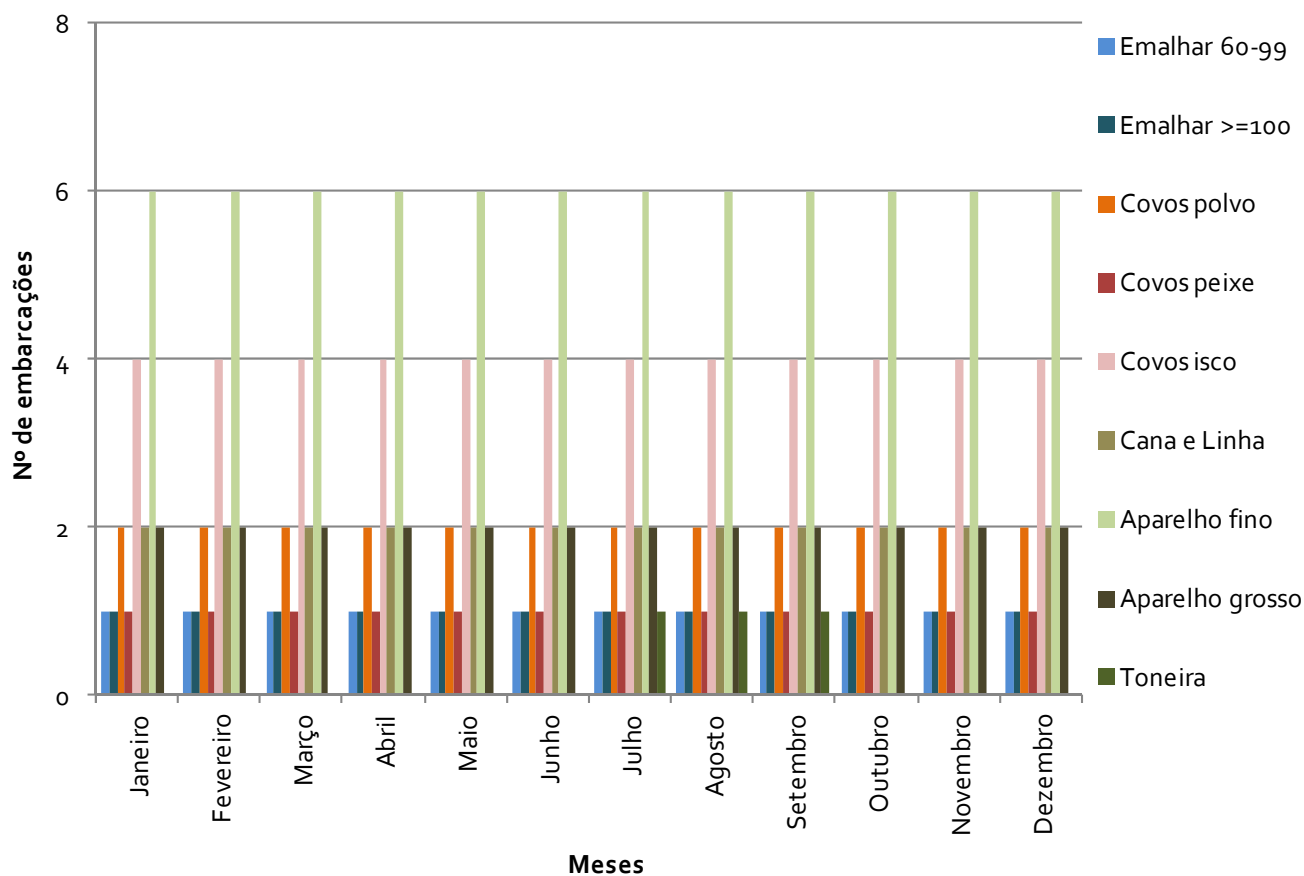
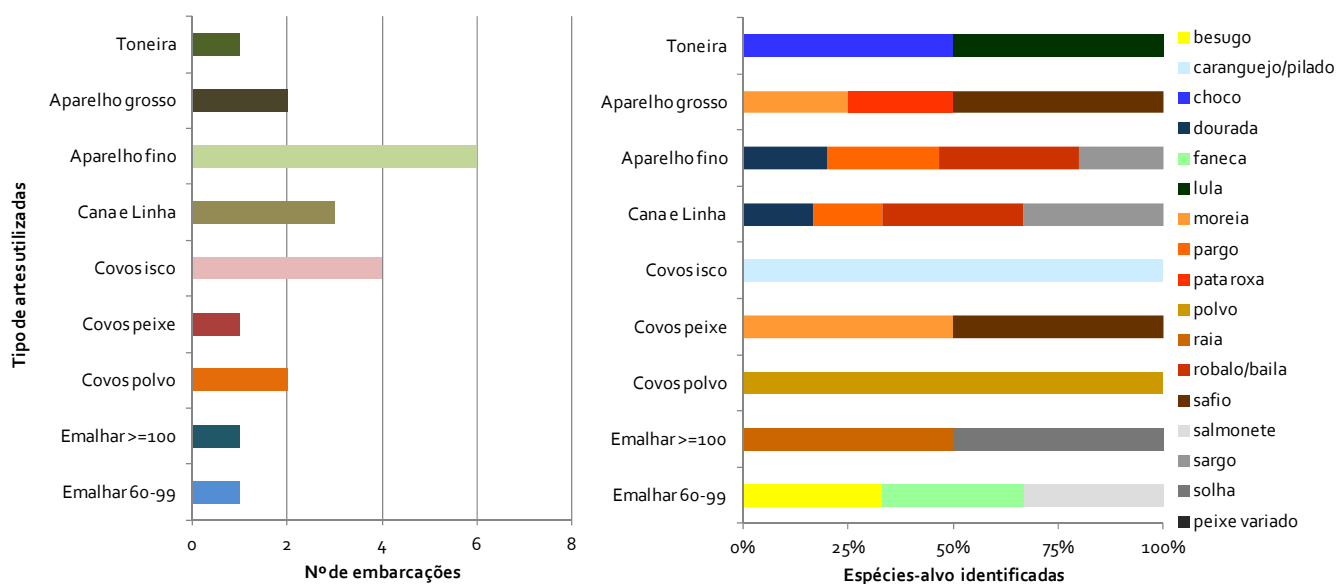


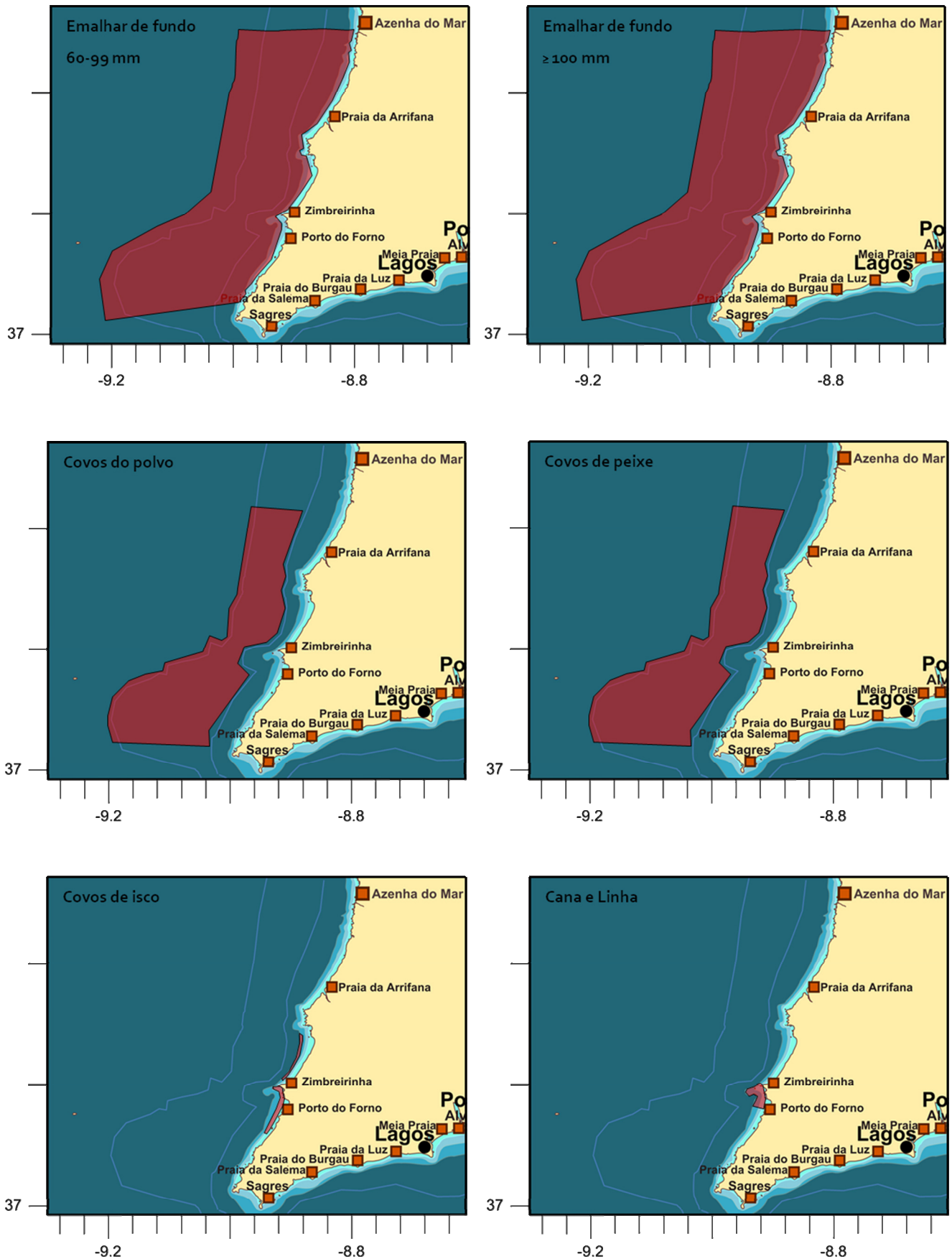


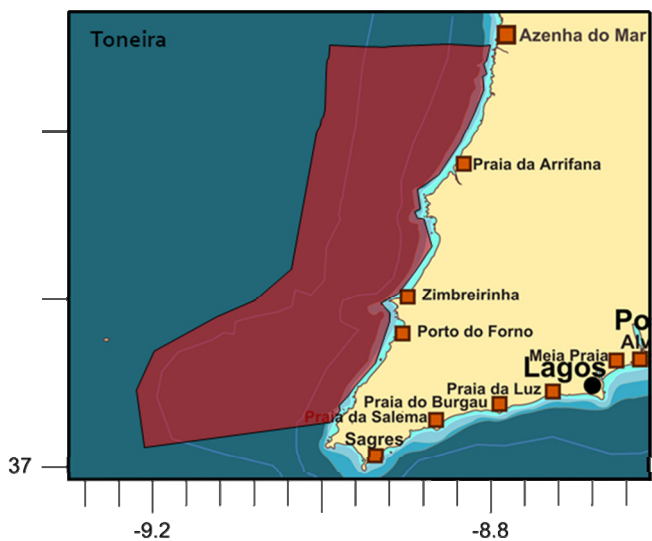
Zimbreirinha, Carrapateira (Porto do Forno)

N.º de inquéritos: 6



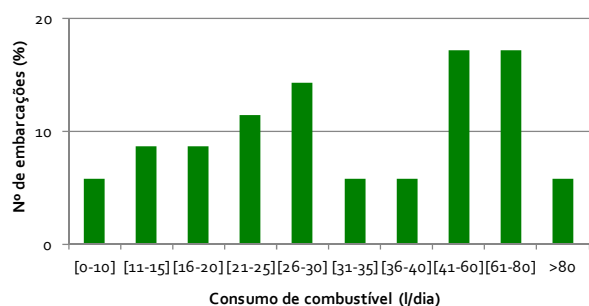
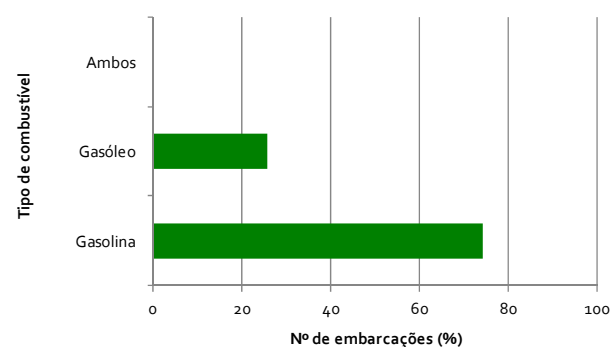
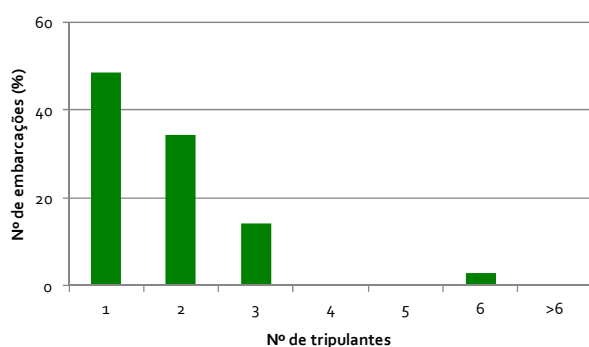
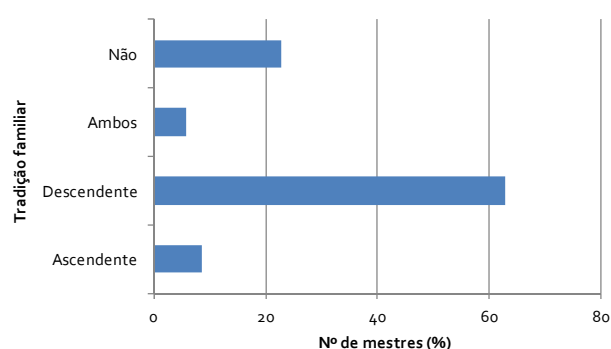
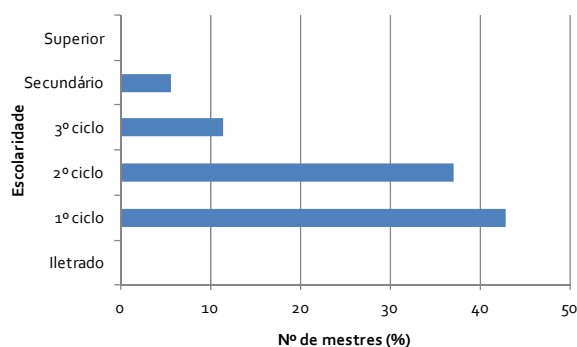
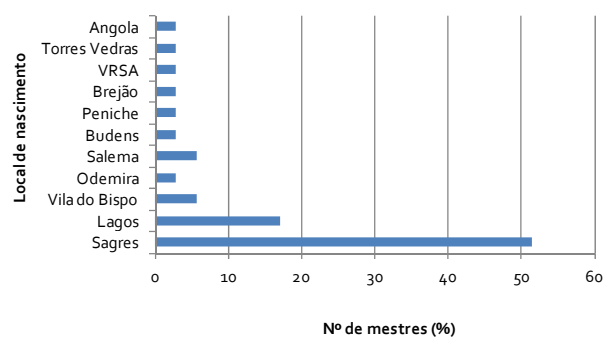
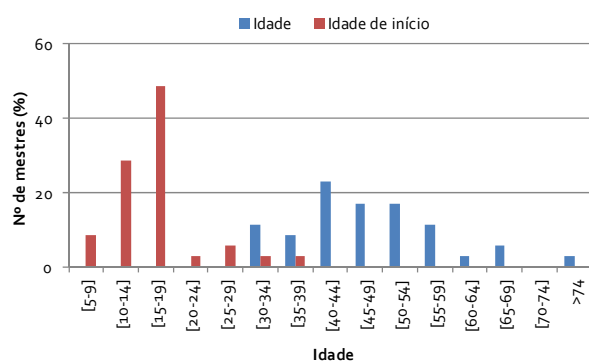
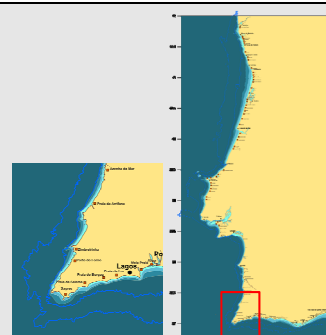


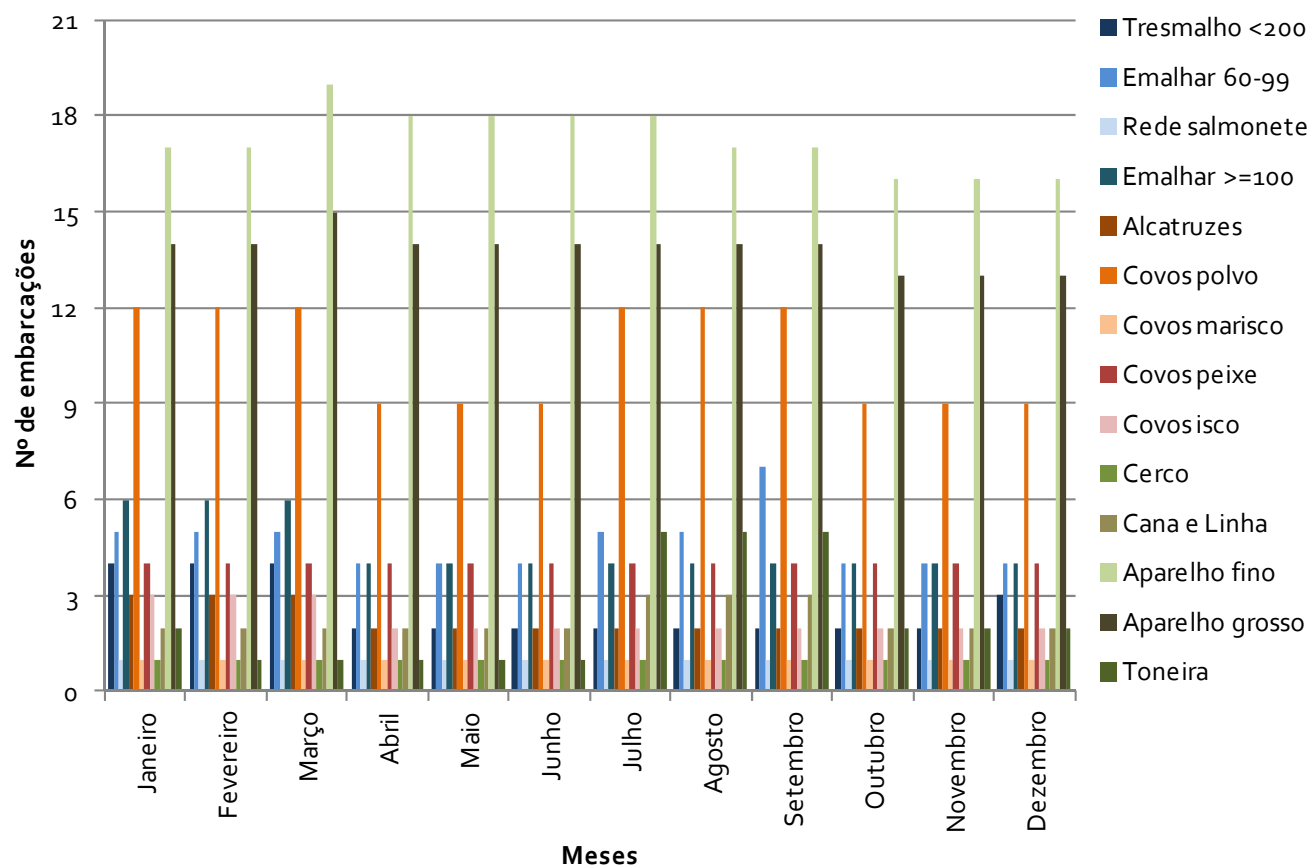
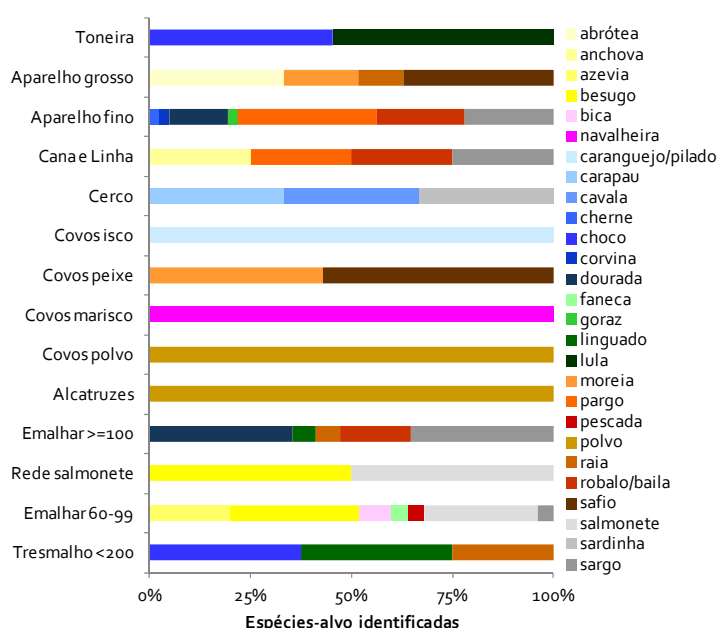
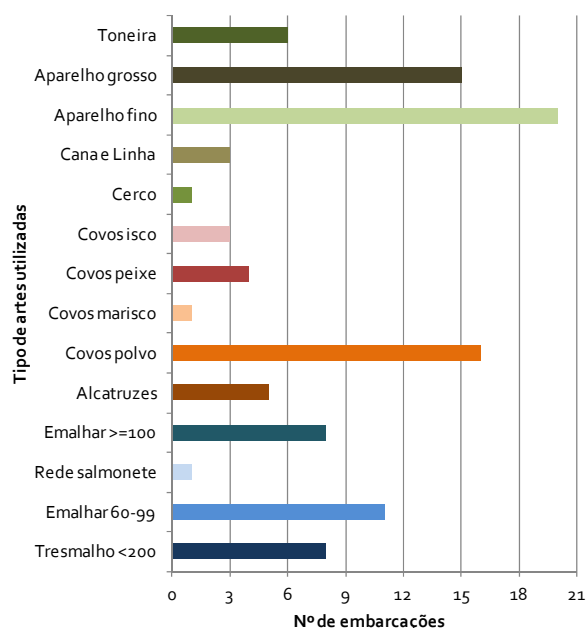




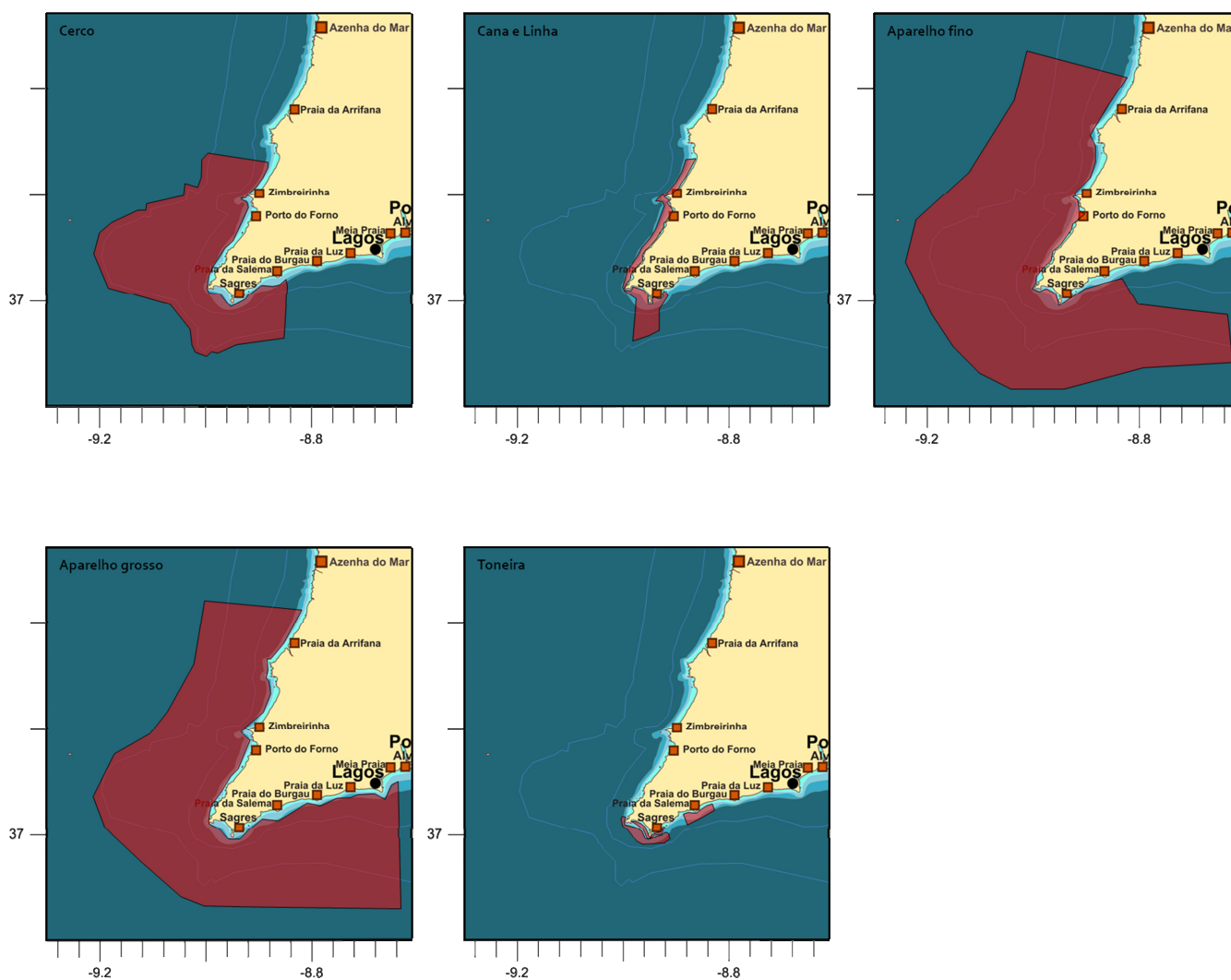
Sagres

N.º de inquéritos: 35



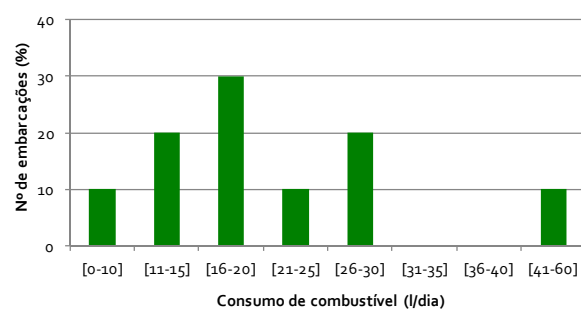
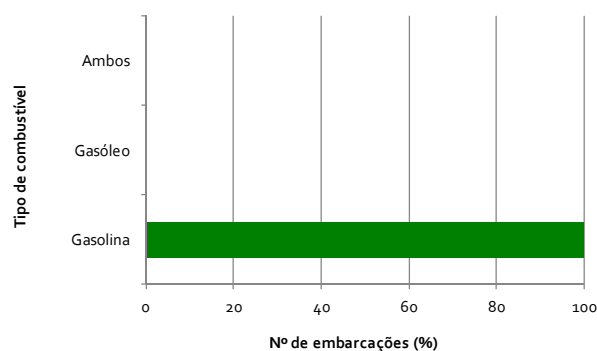
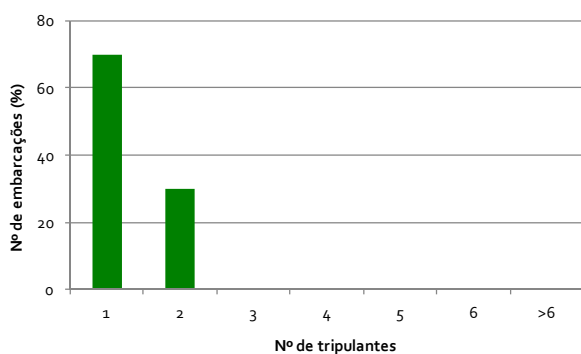
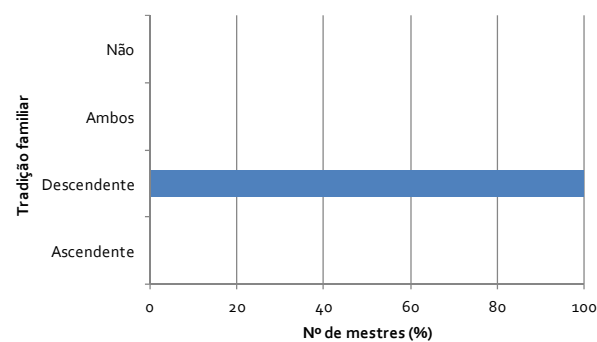
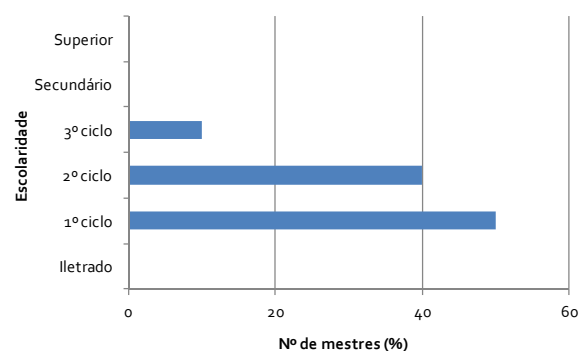
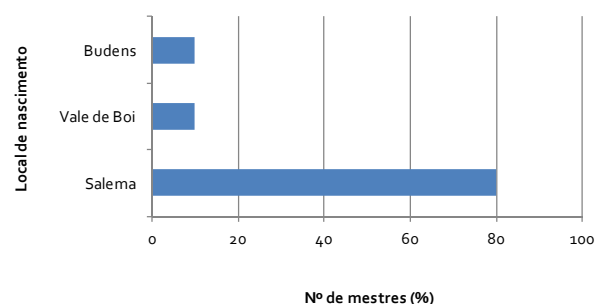
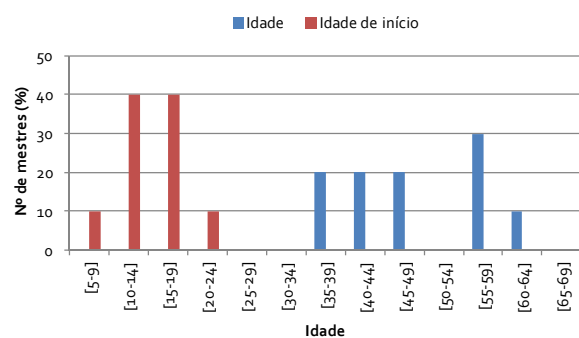
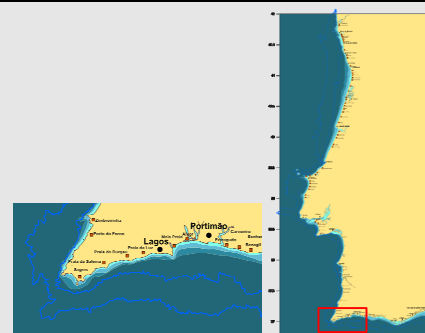


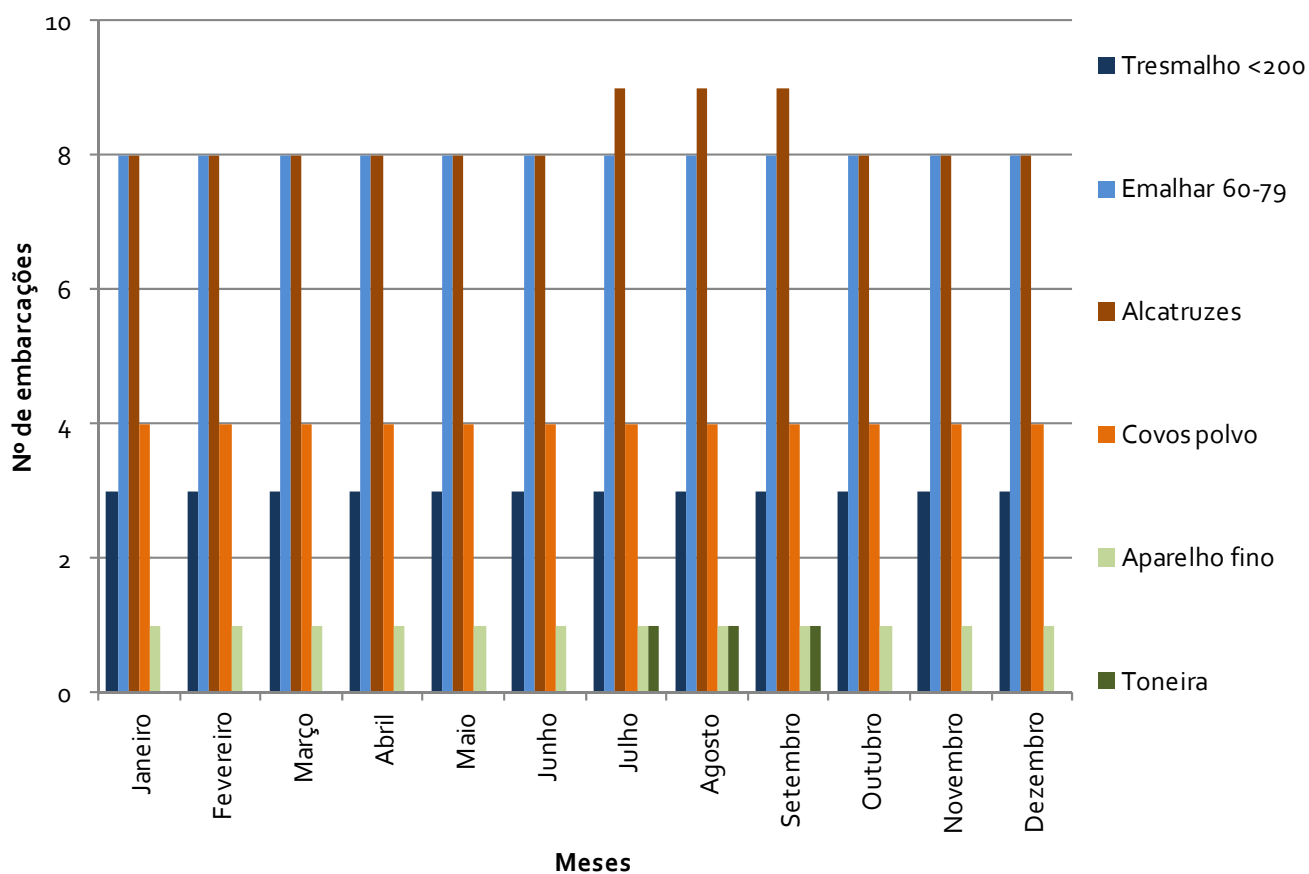
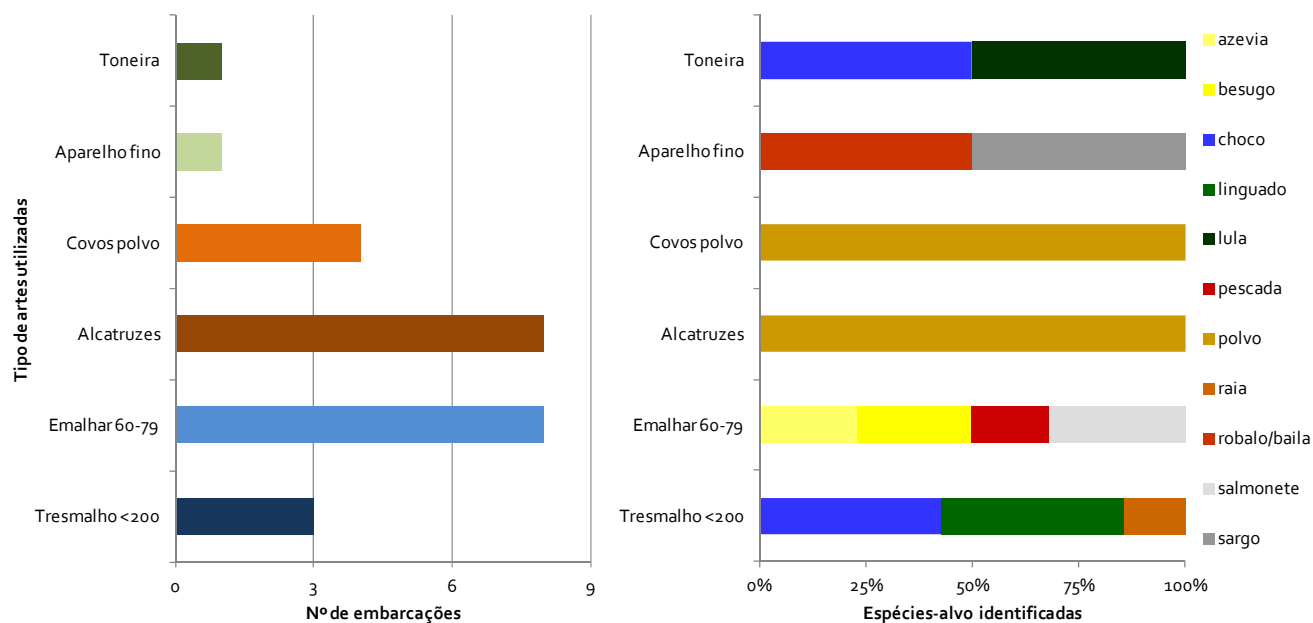


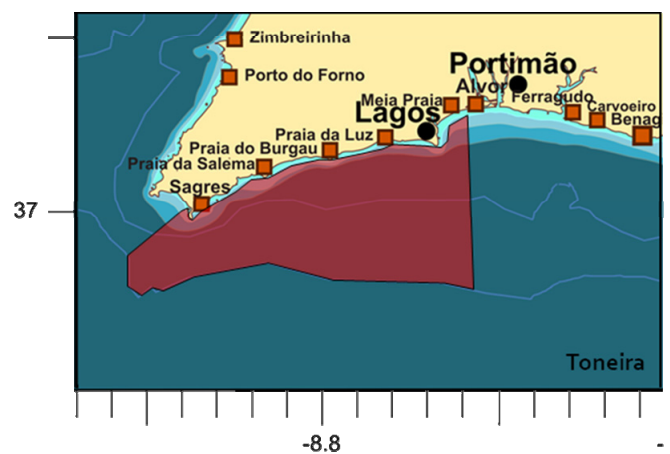
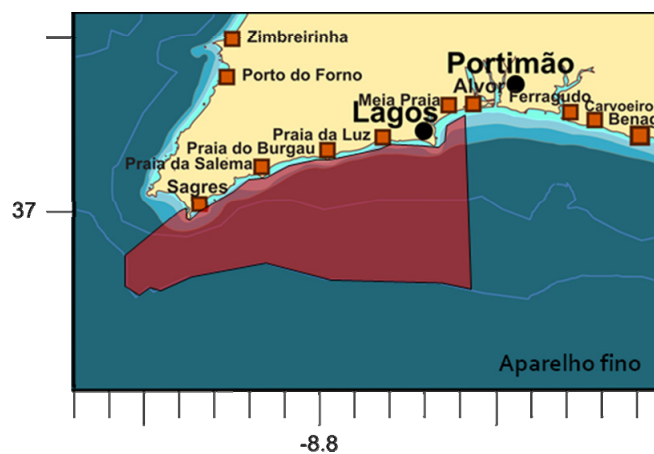
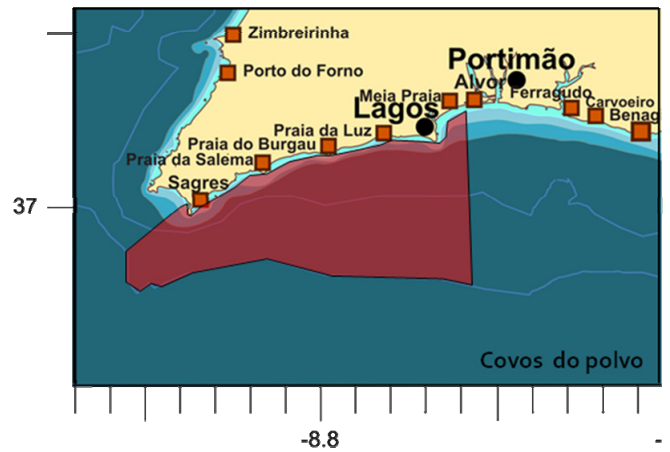
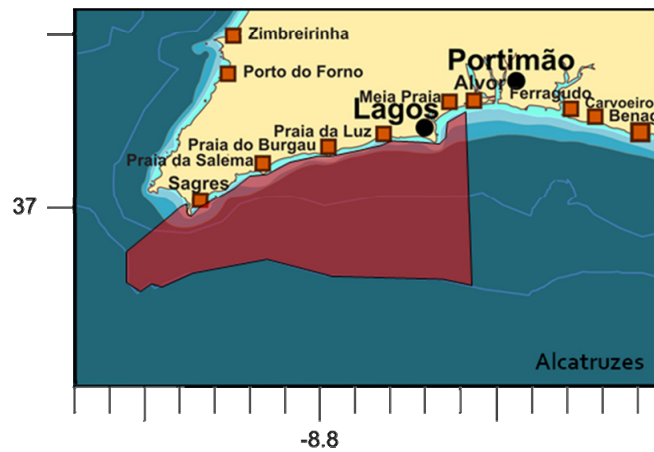
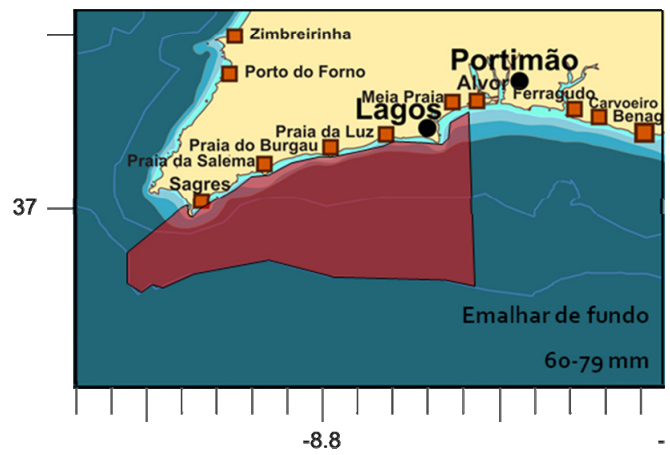
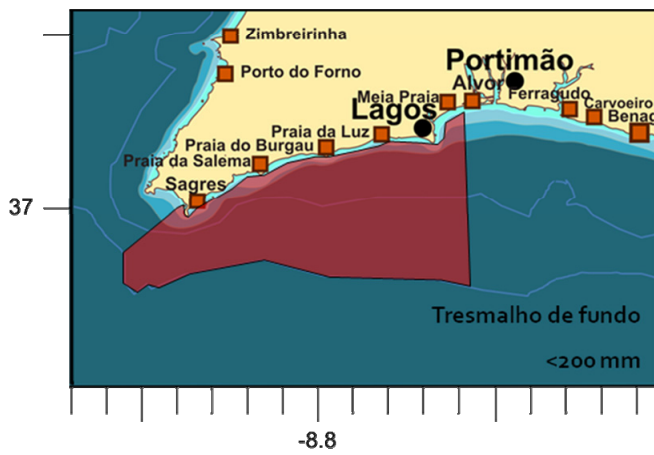


Praia da Salema

N.º de inquéritos: 10

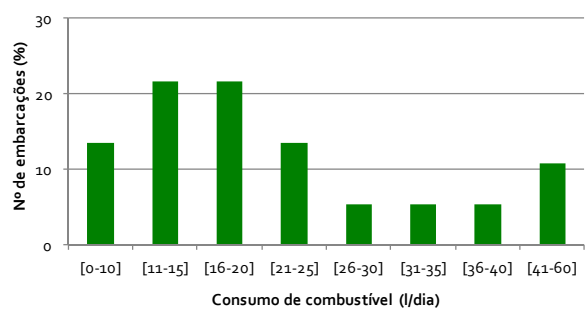
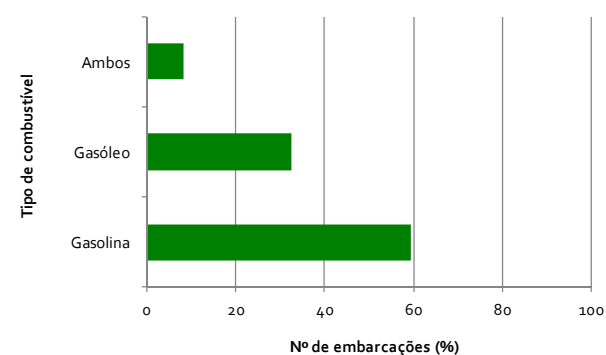
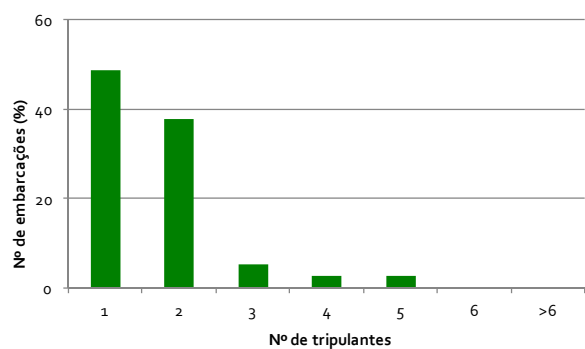
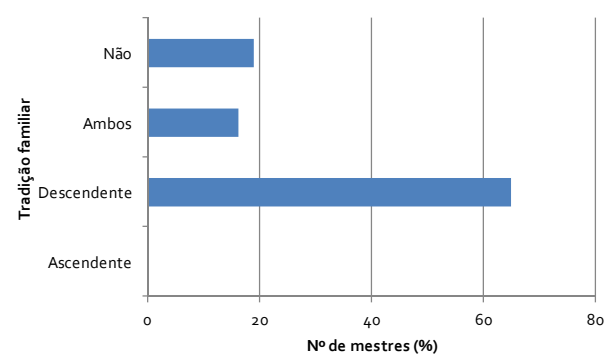
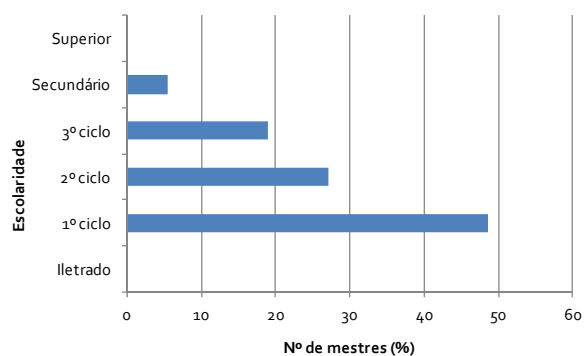
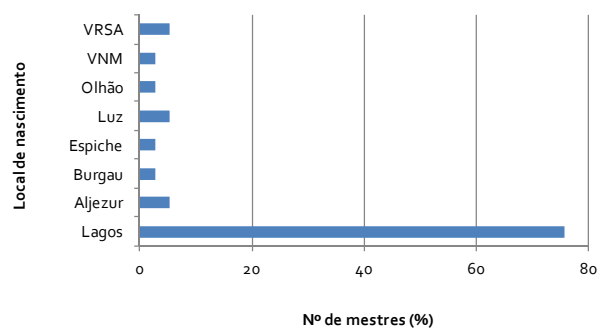
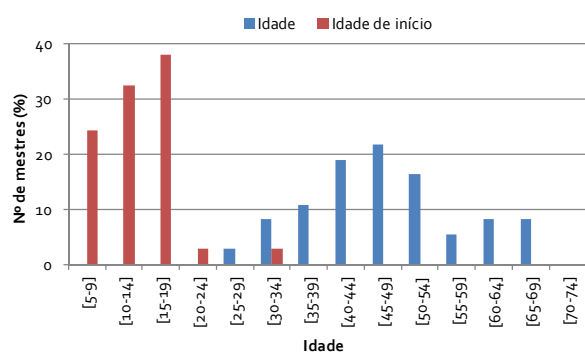
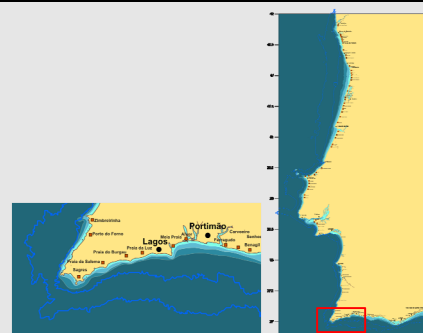


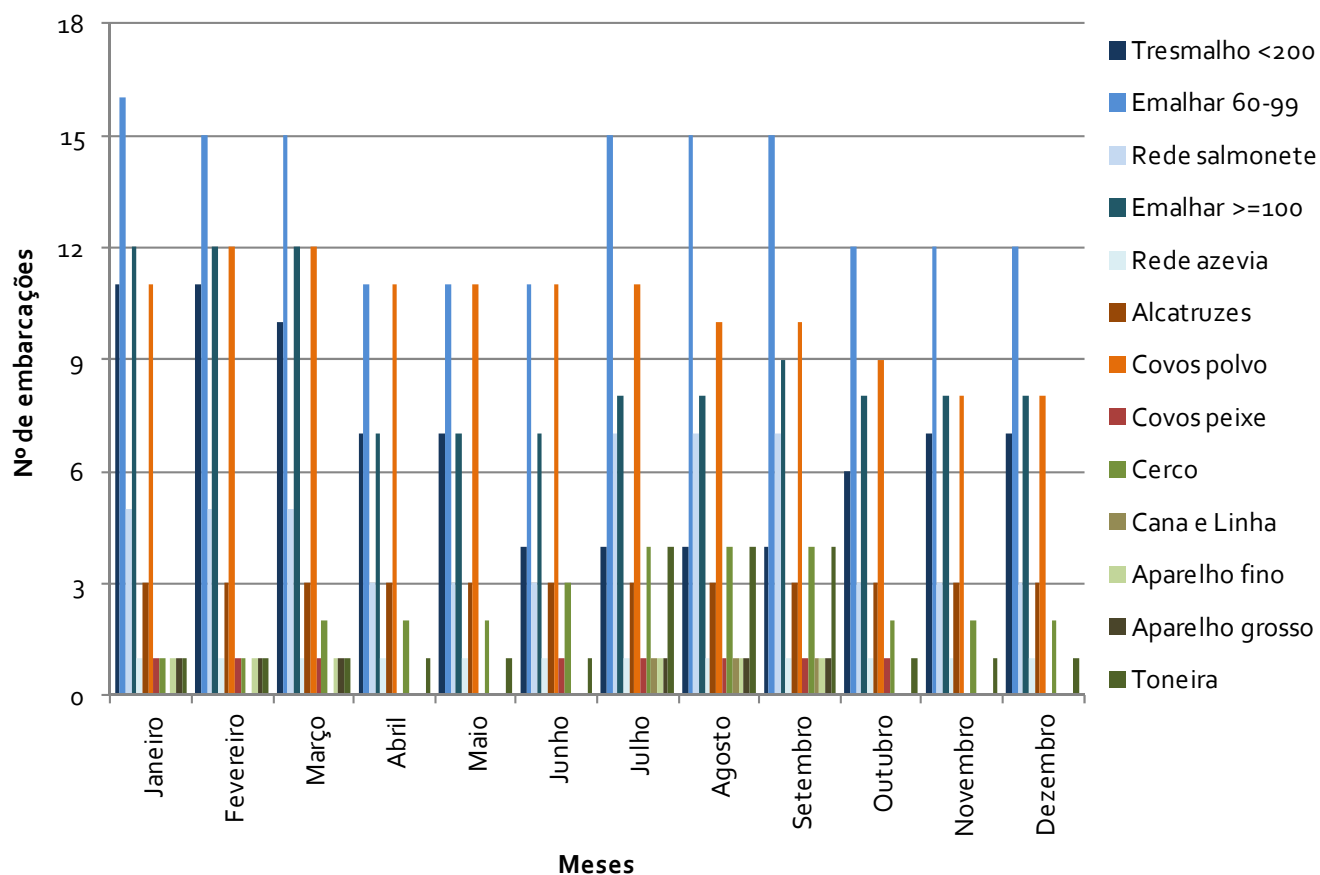
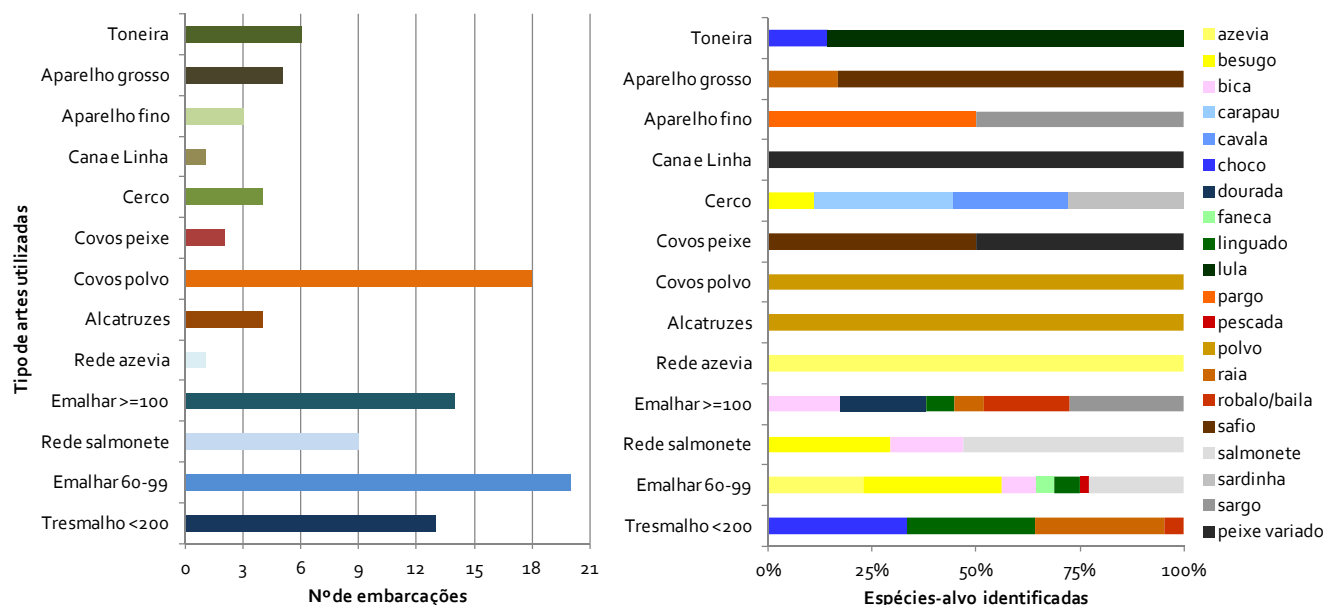


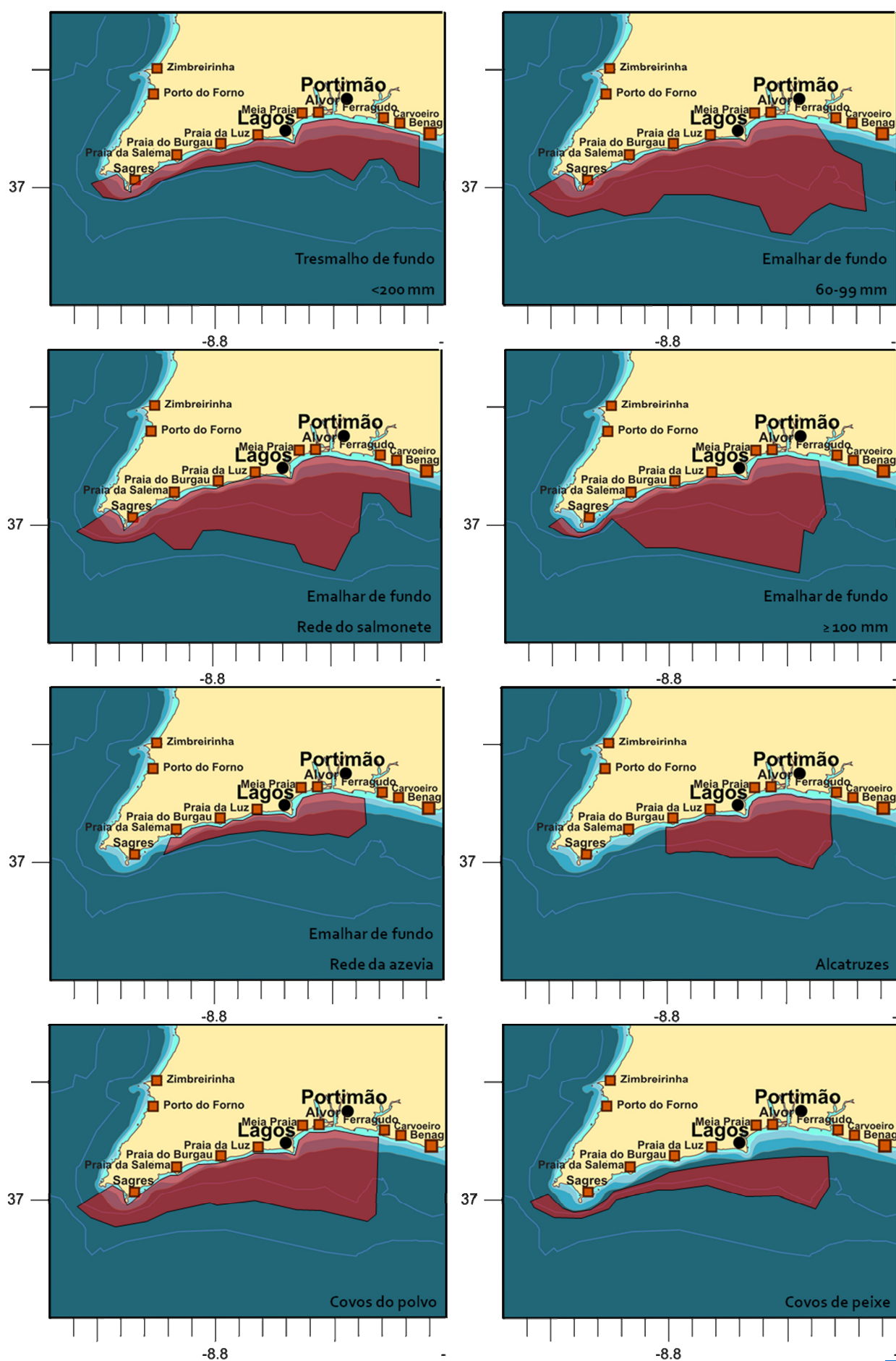


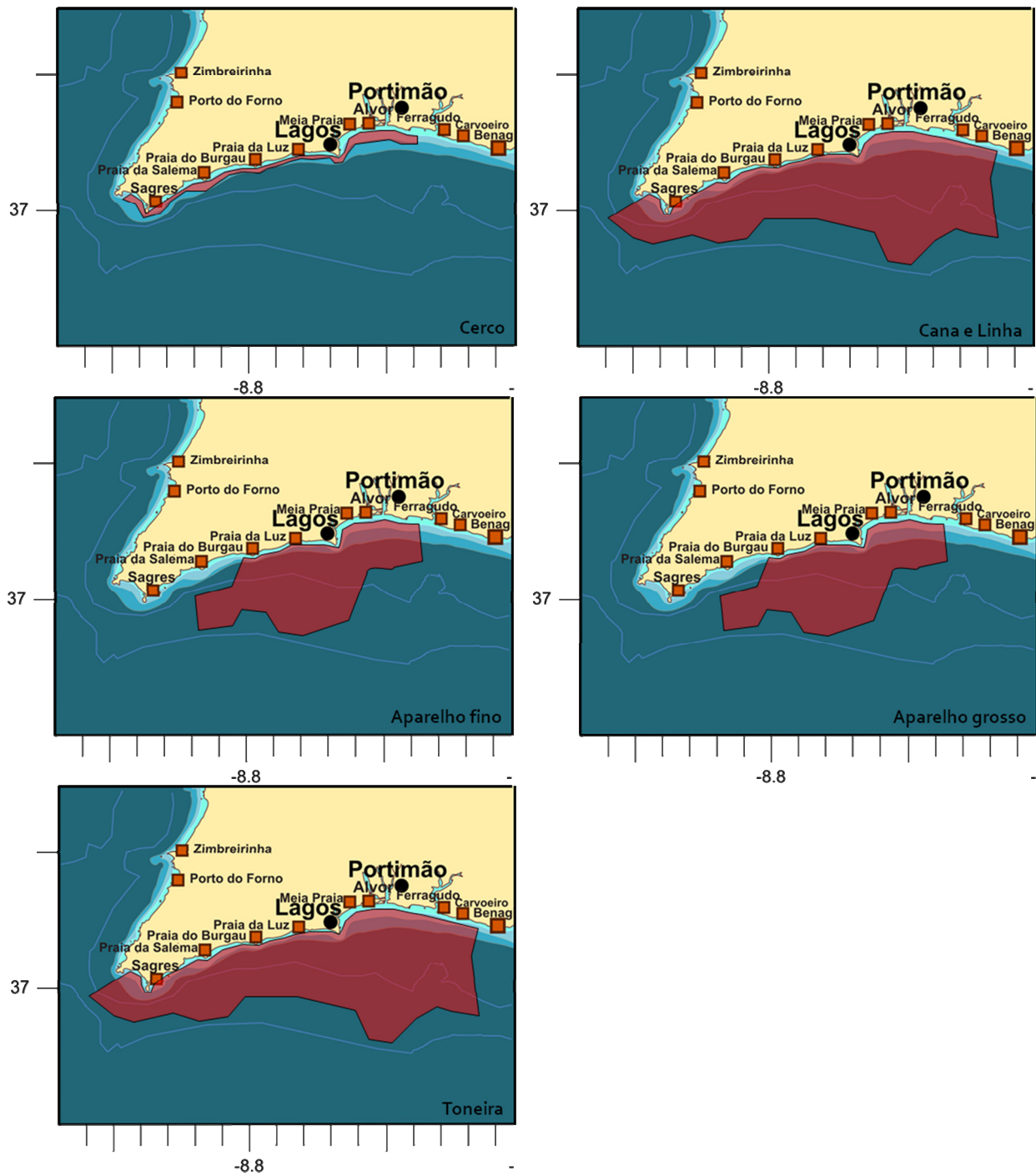
Lagos

N.º de inquéritos: 37



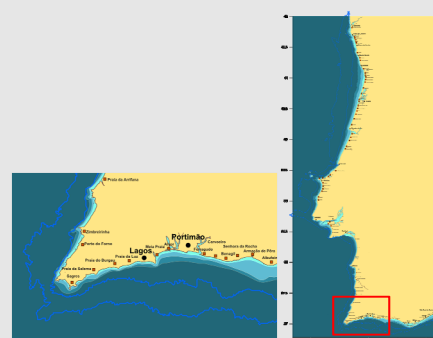




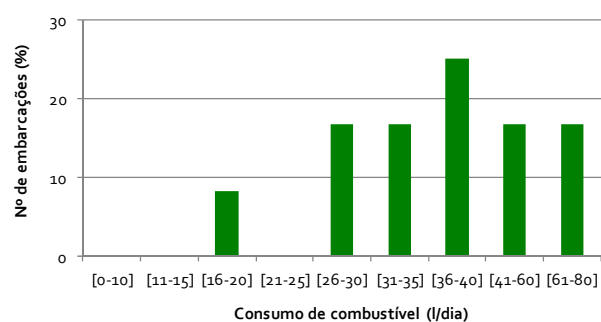
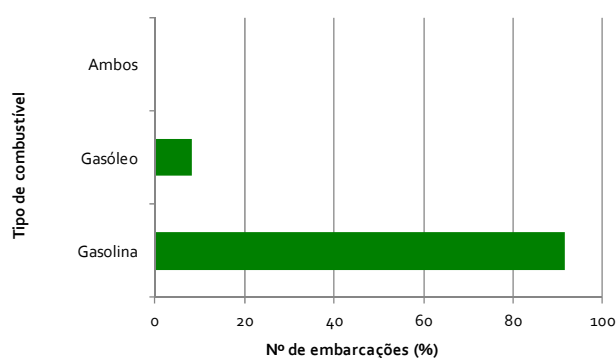
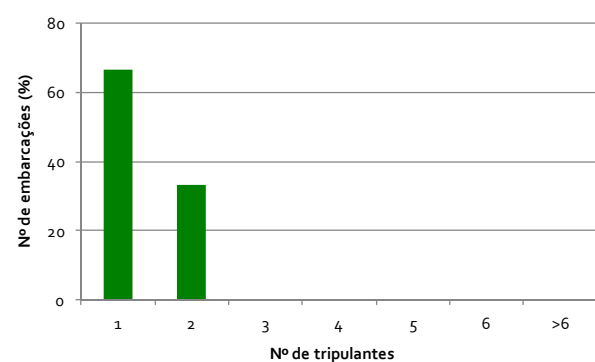
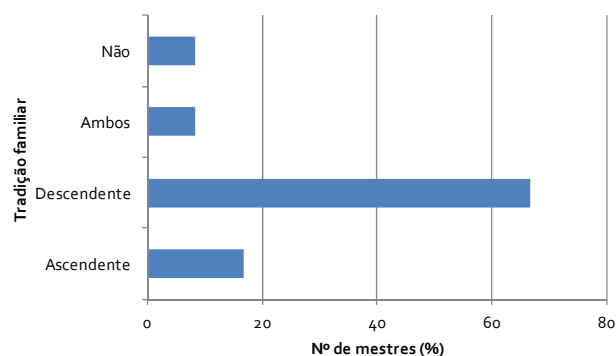
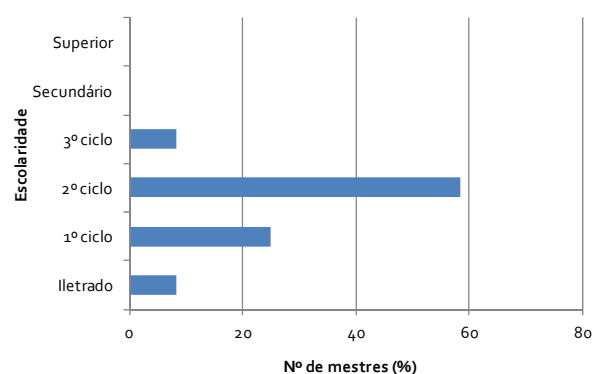
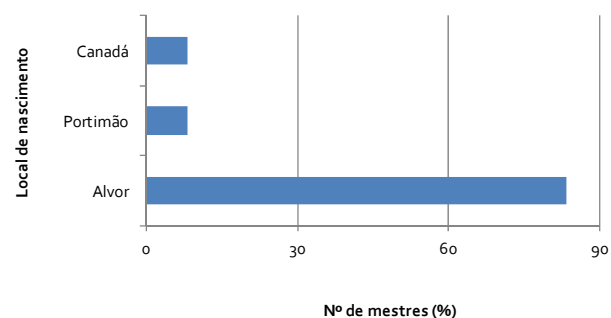
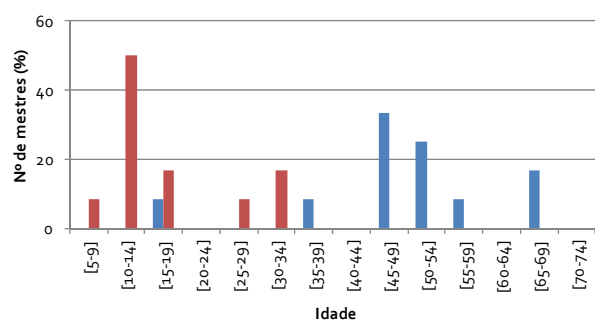


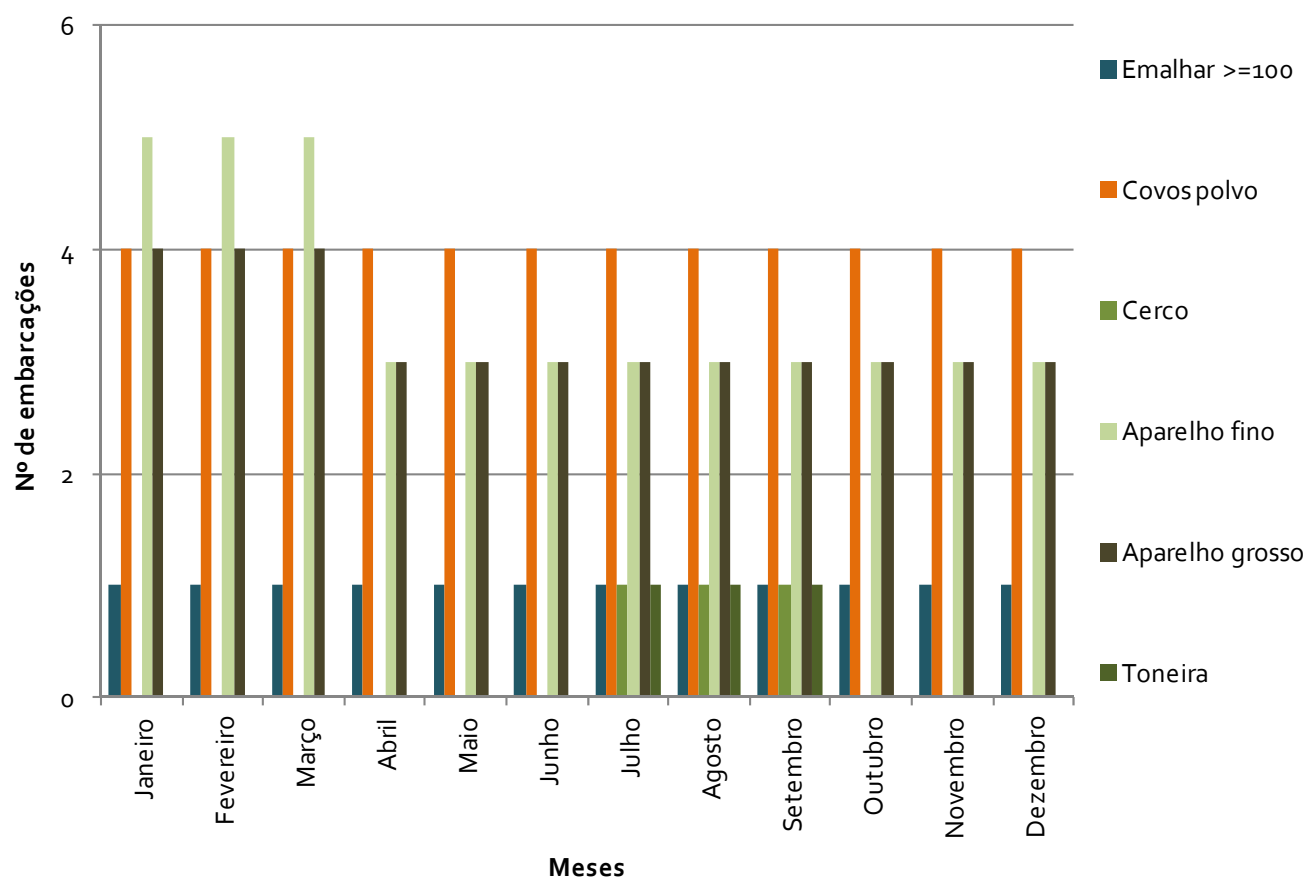
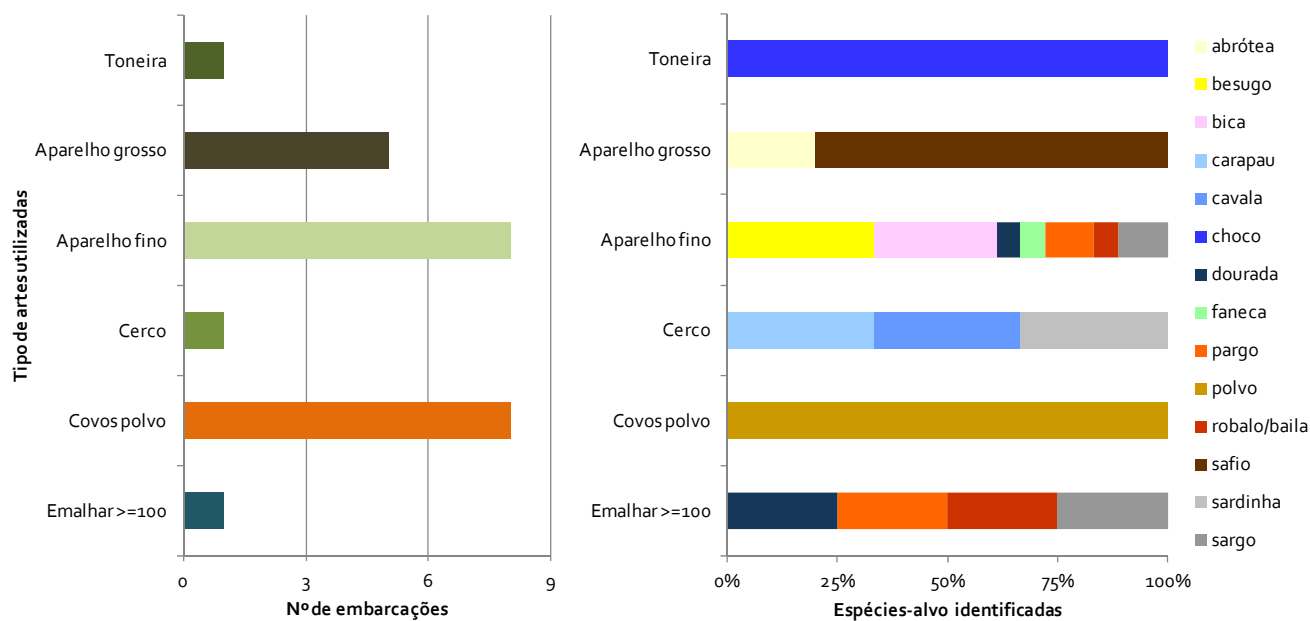
Alvor

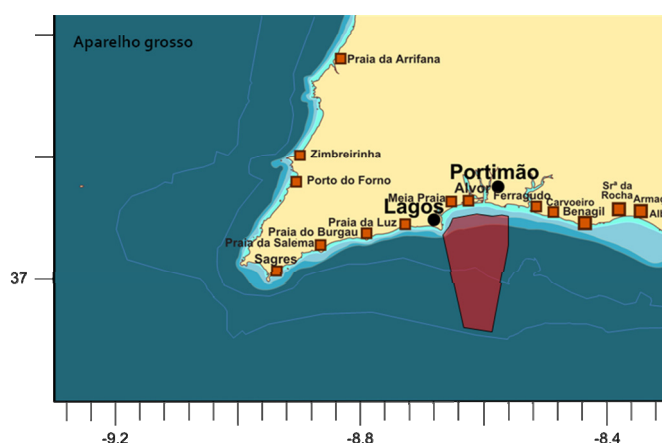
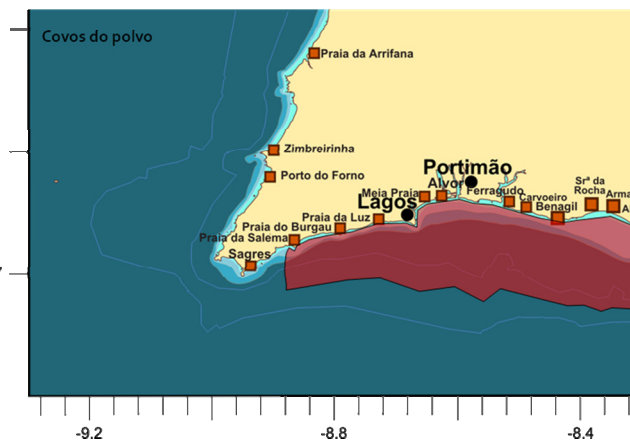
N.º de inquéritos: 12



■ Idade ■ Idade de início

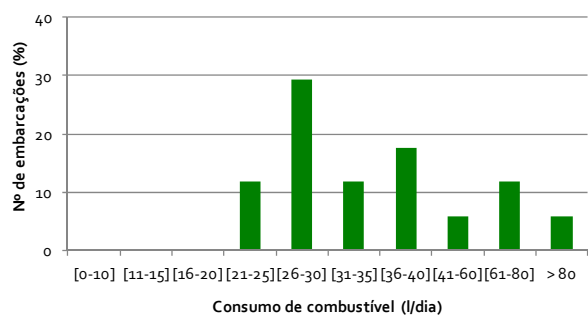
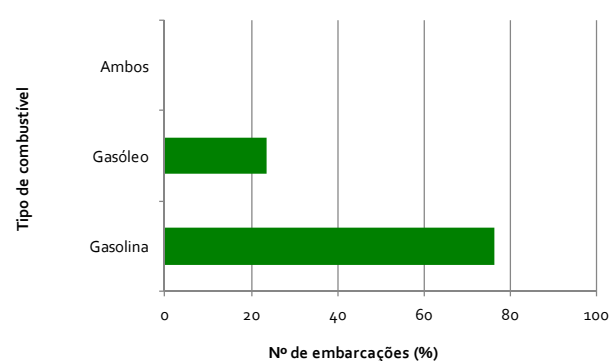
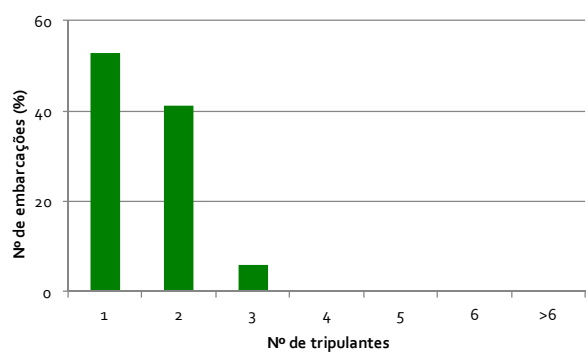
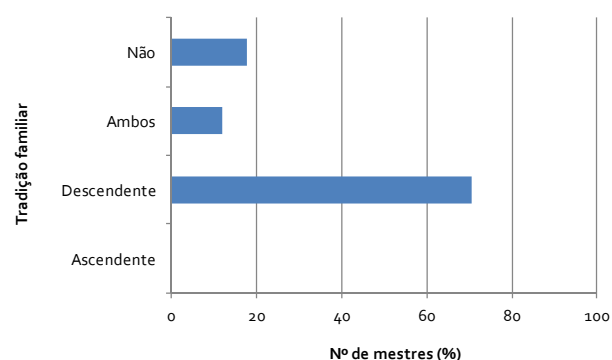
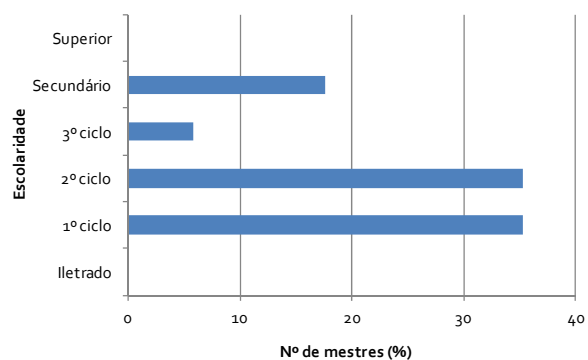
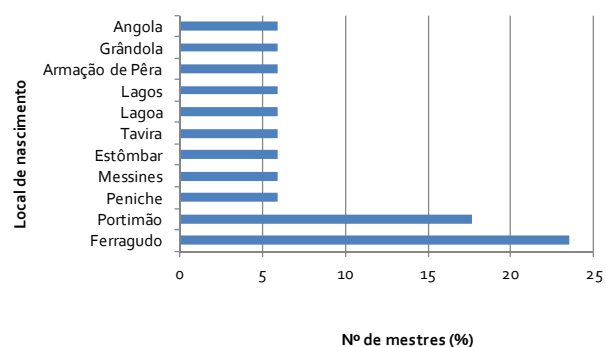
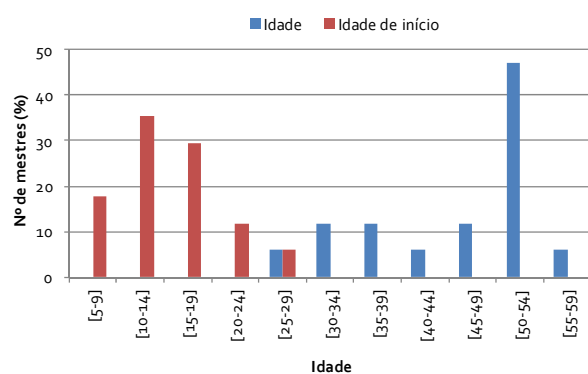
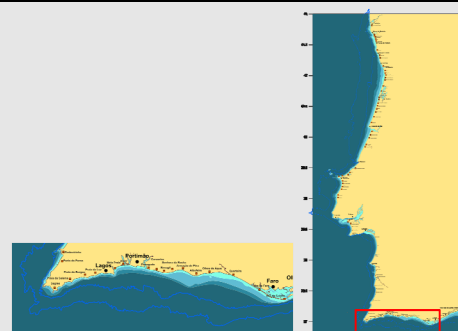


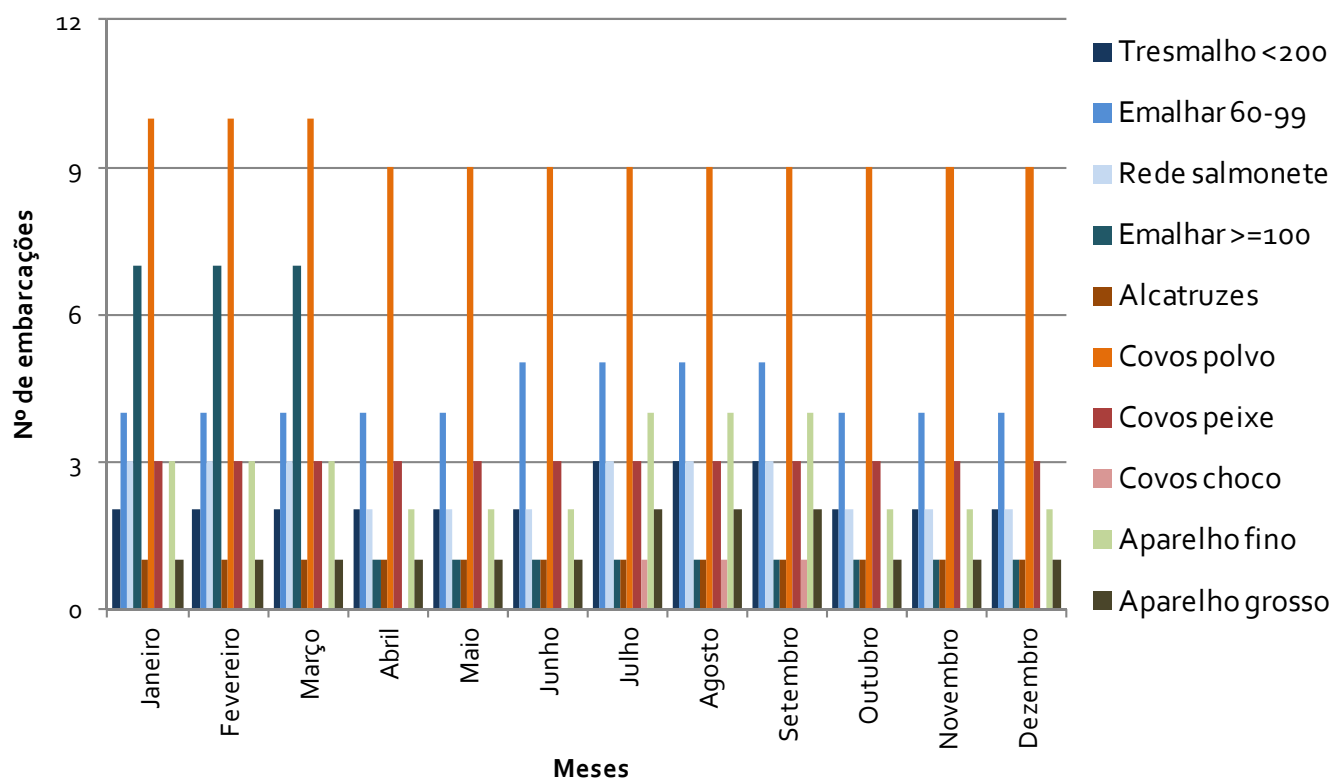
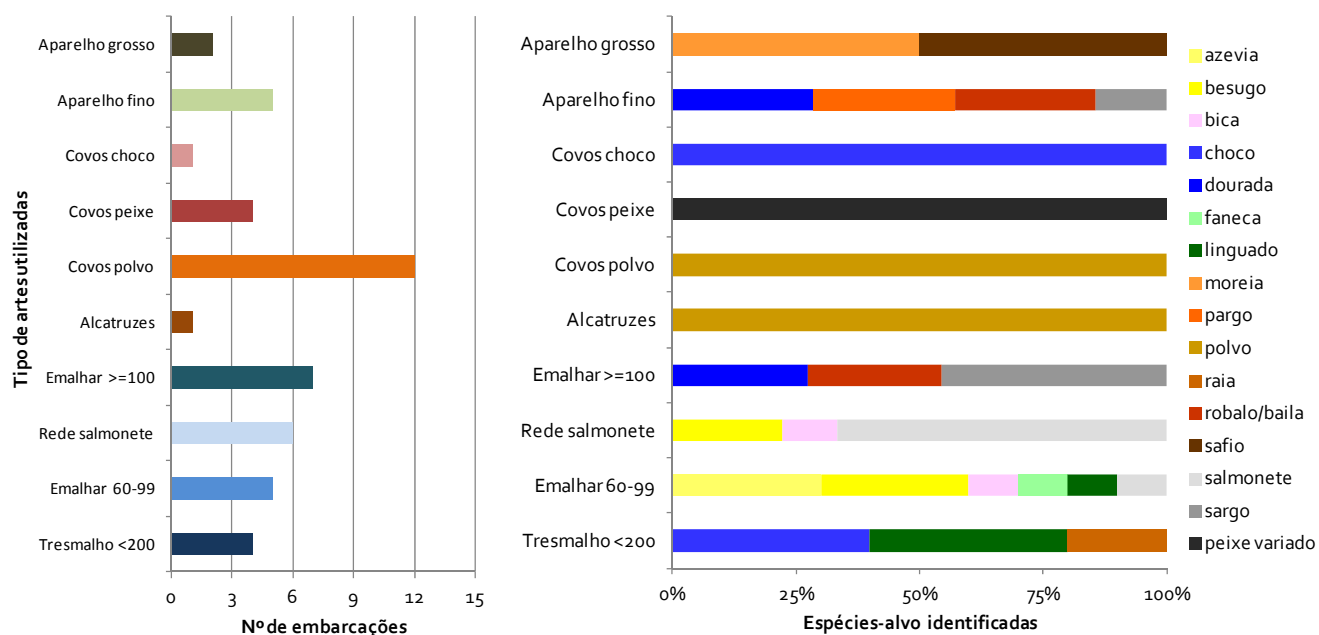


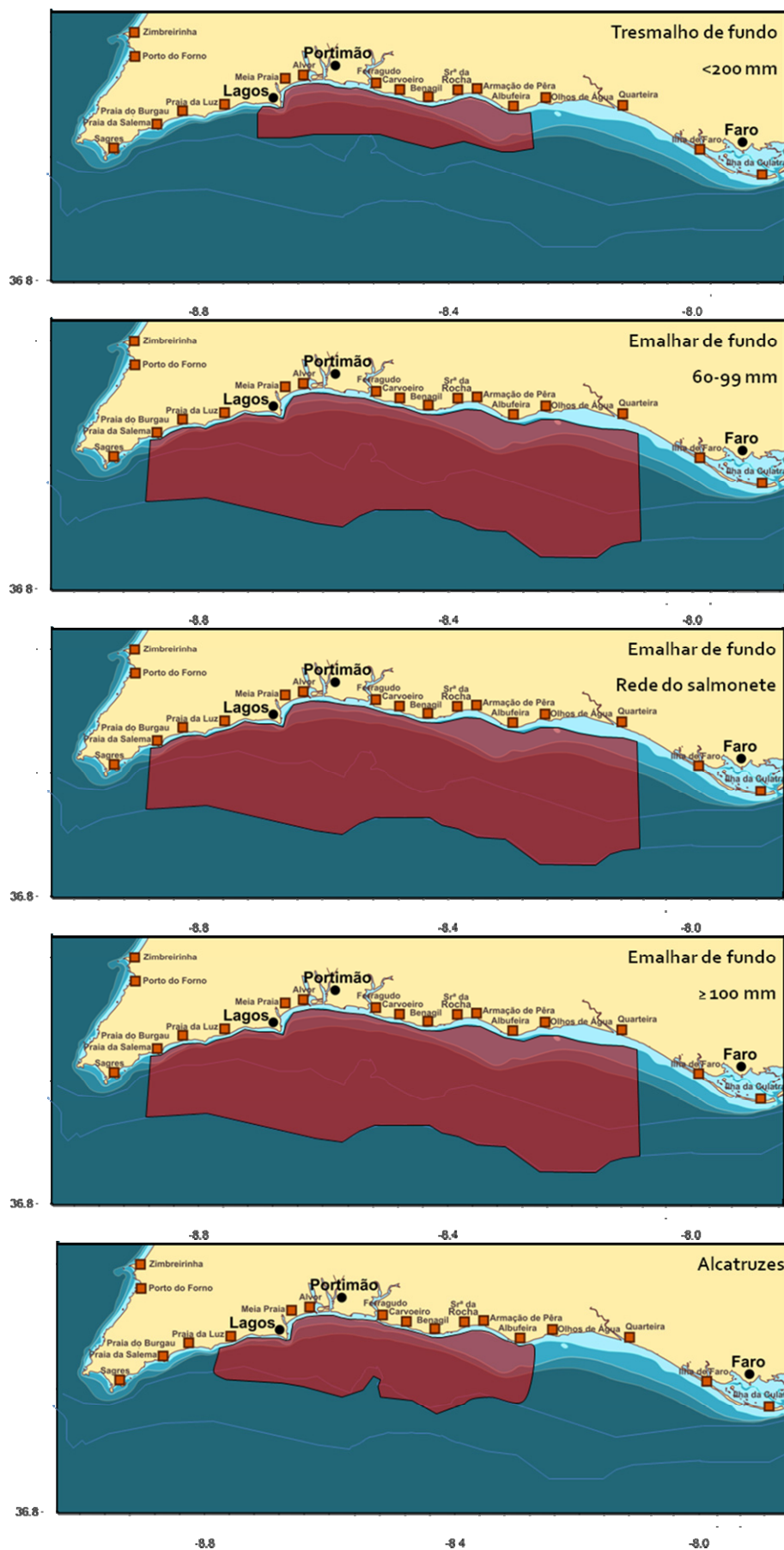


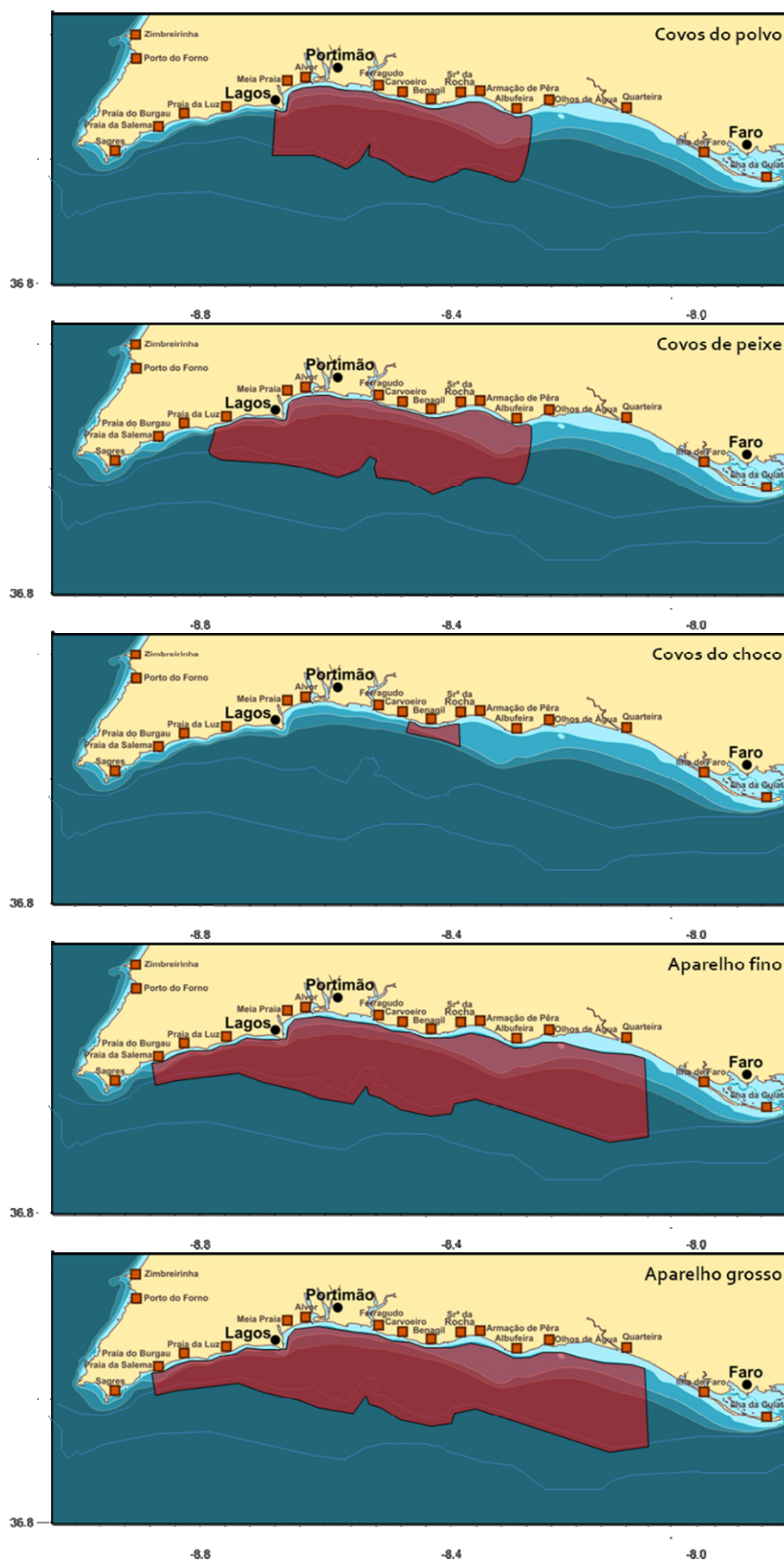
Portimão, Ferragudo

N.º de inquéritos: 17



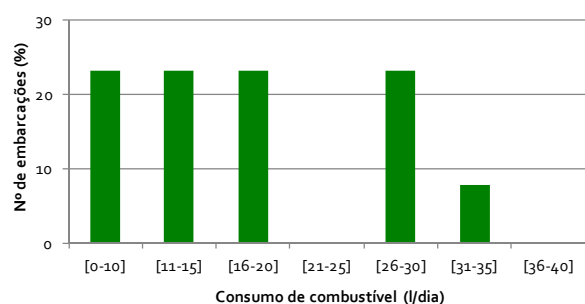
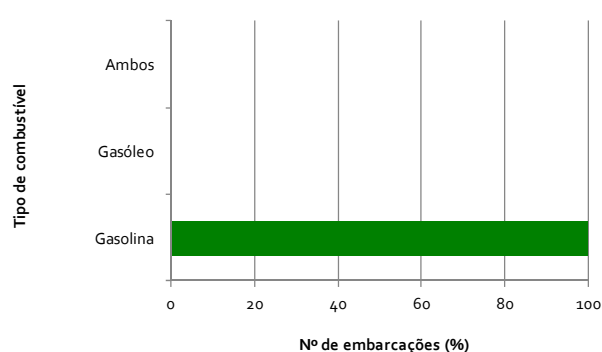
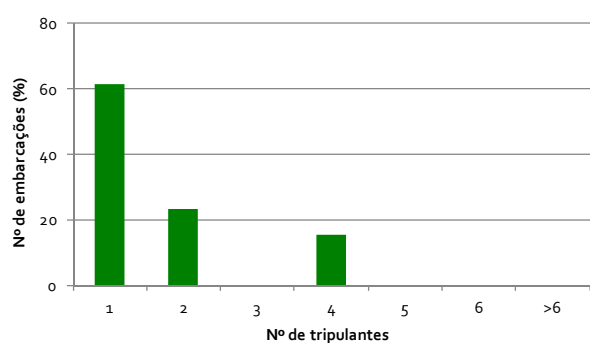
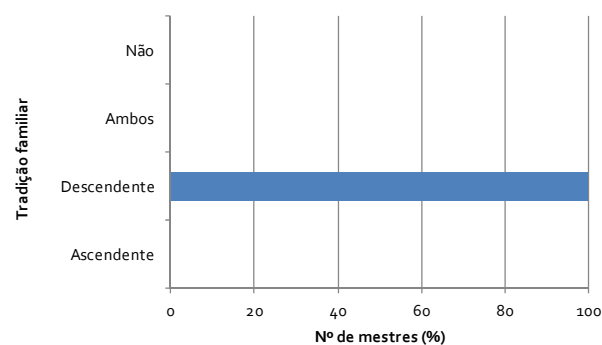
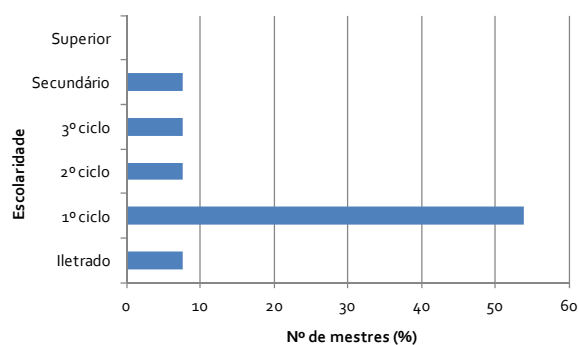
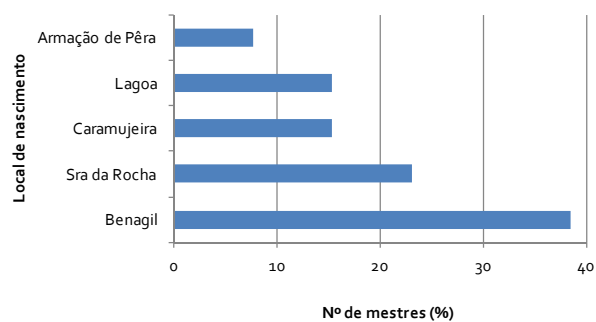
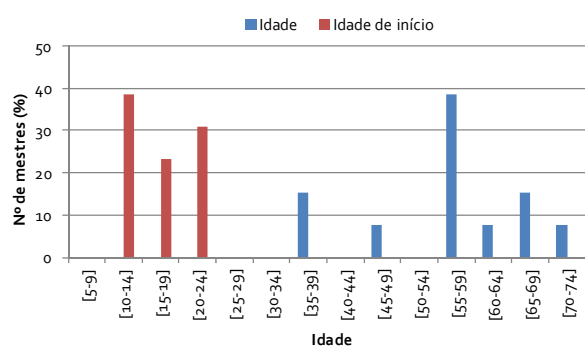
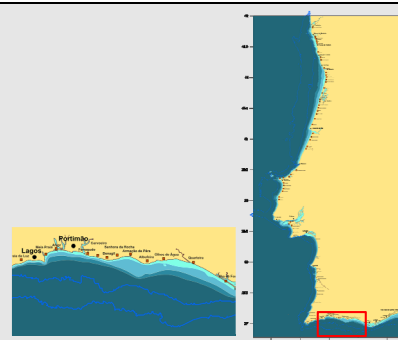


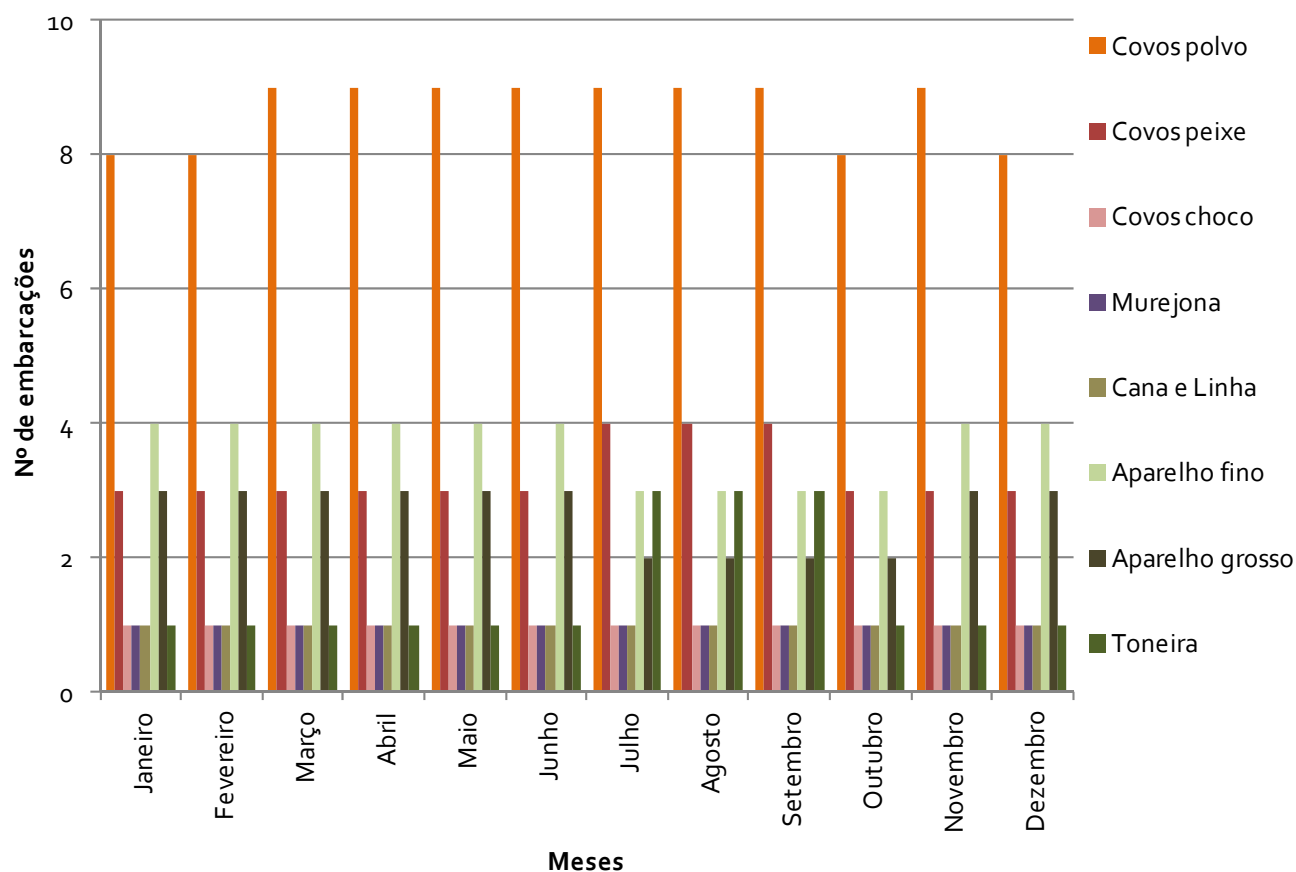
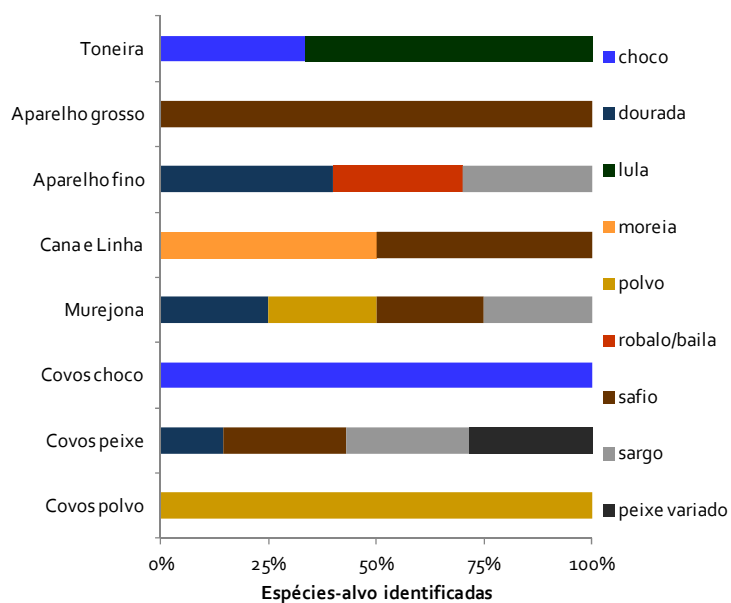
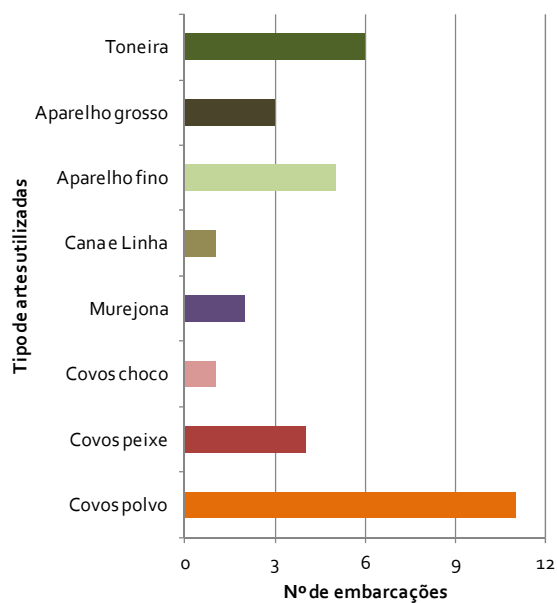


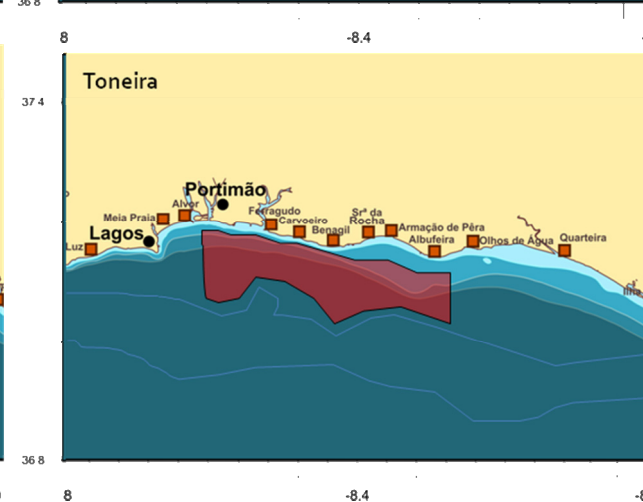
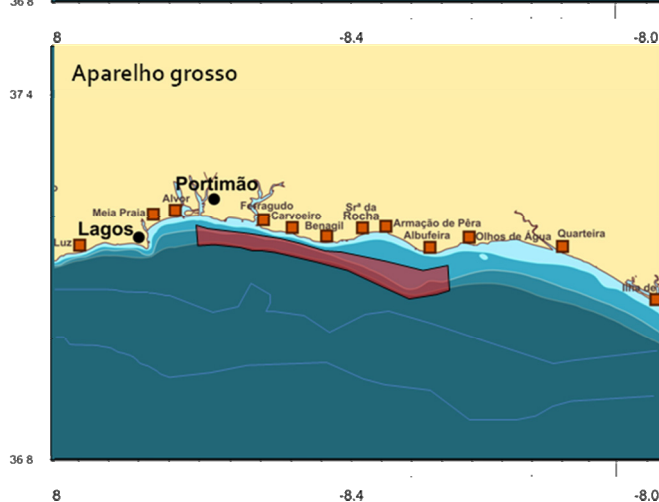
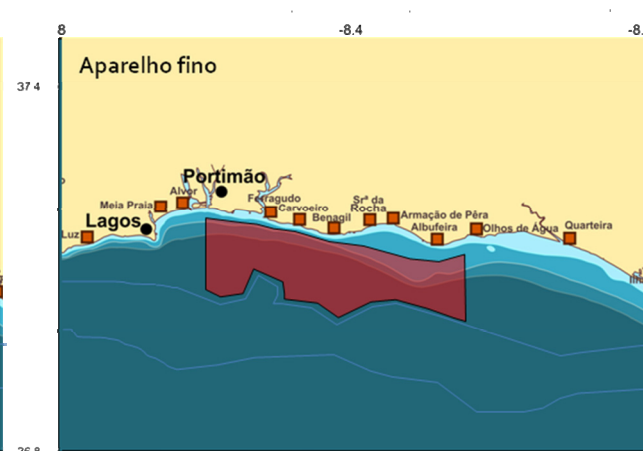
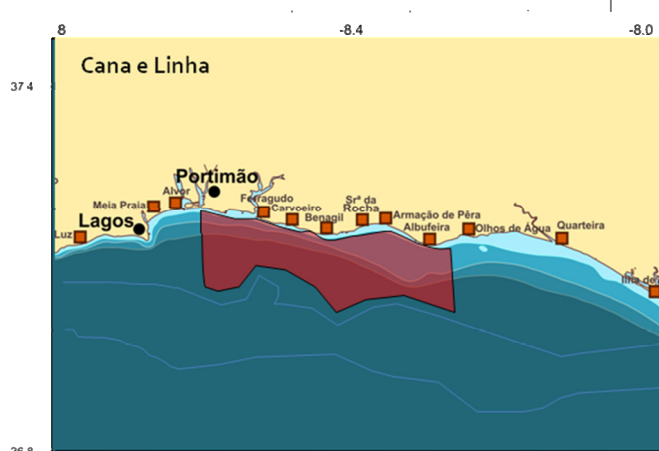
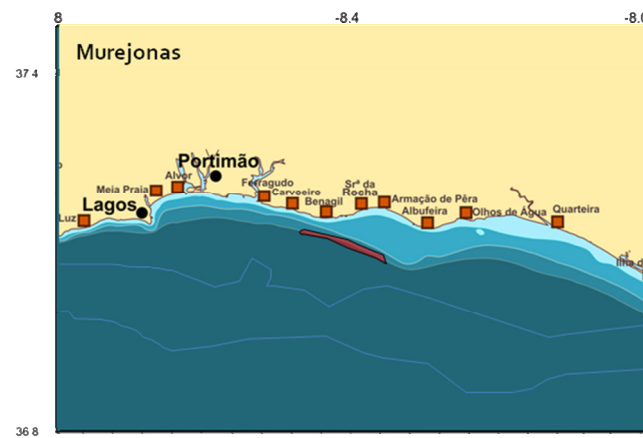
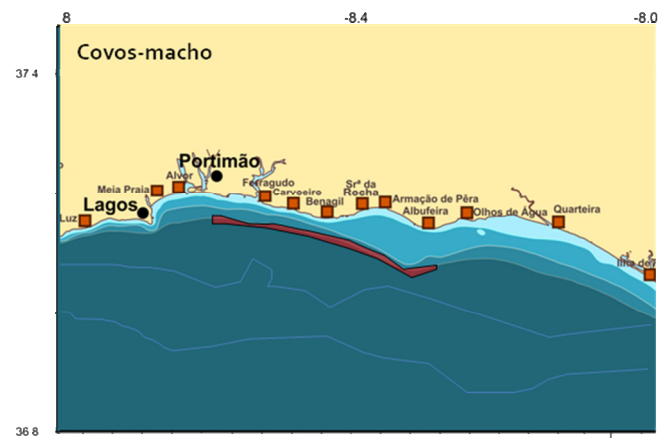
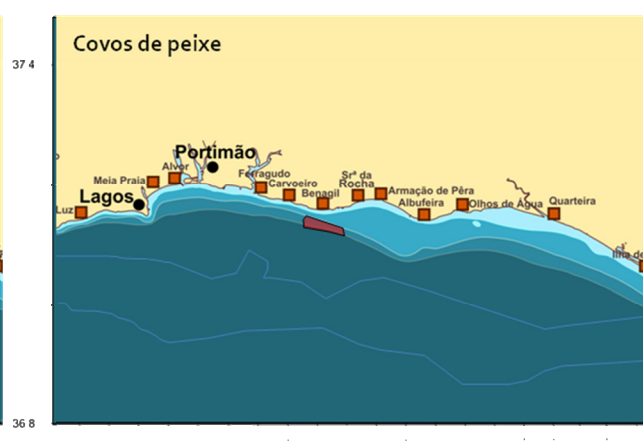
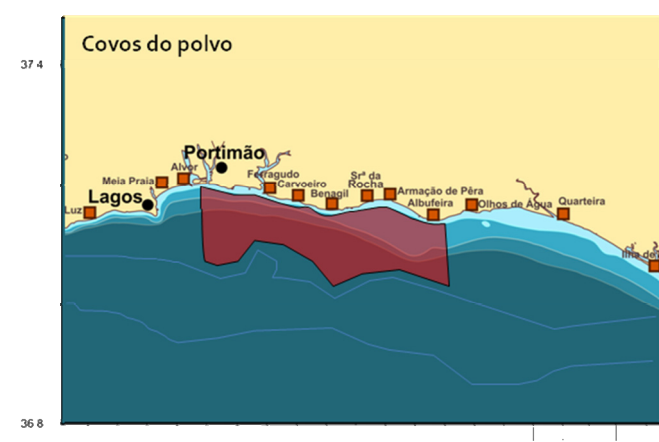


Benagil, Senhora da Rocha

N.º de inquéritos: 13

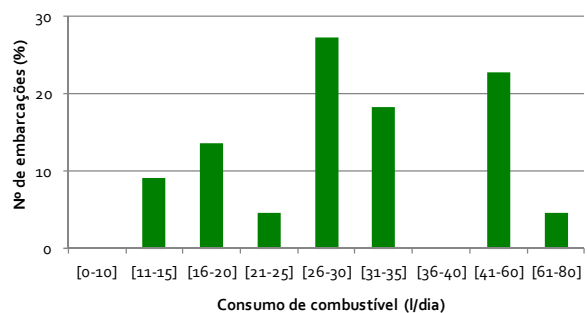
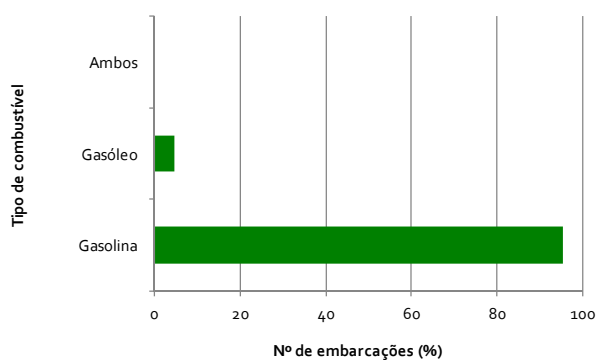
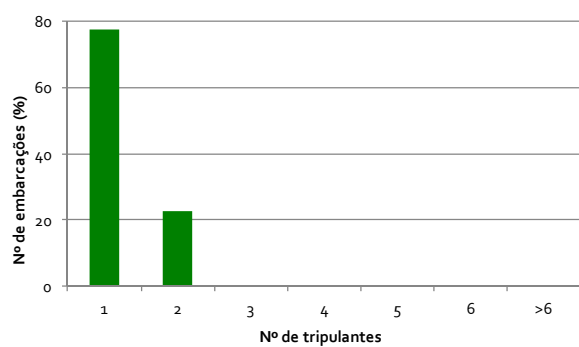
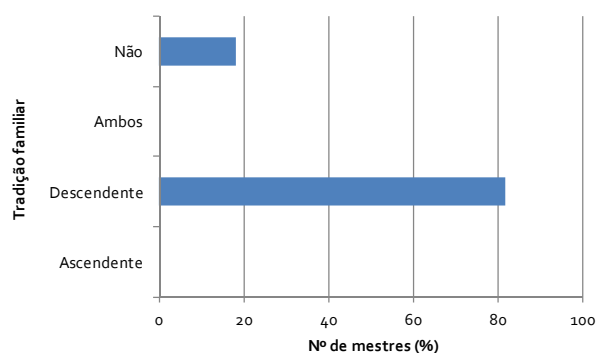
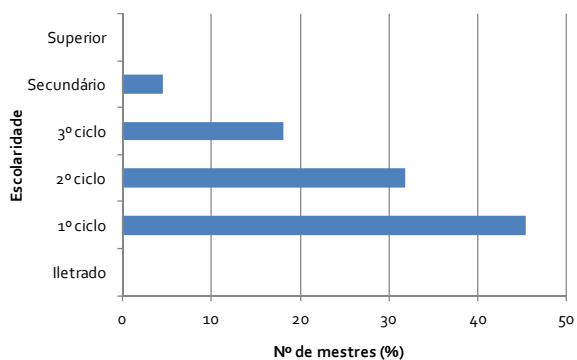
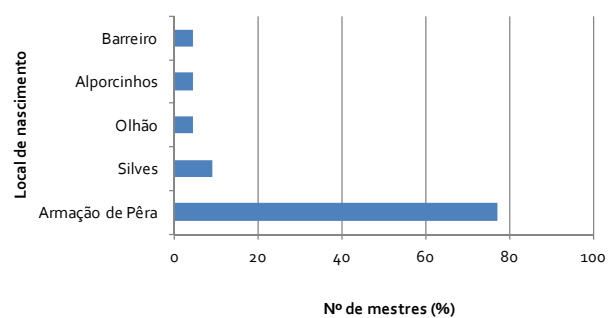
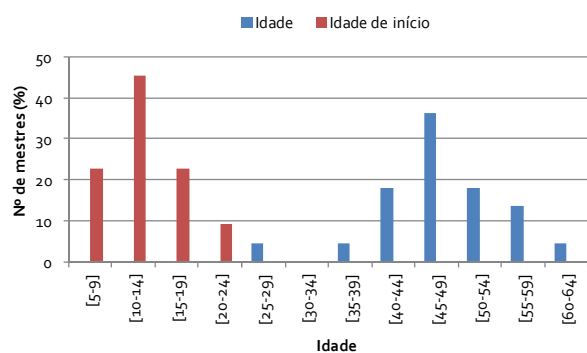
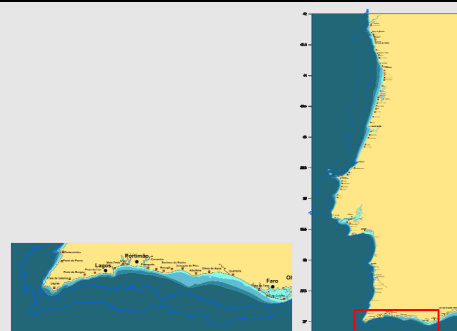


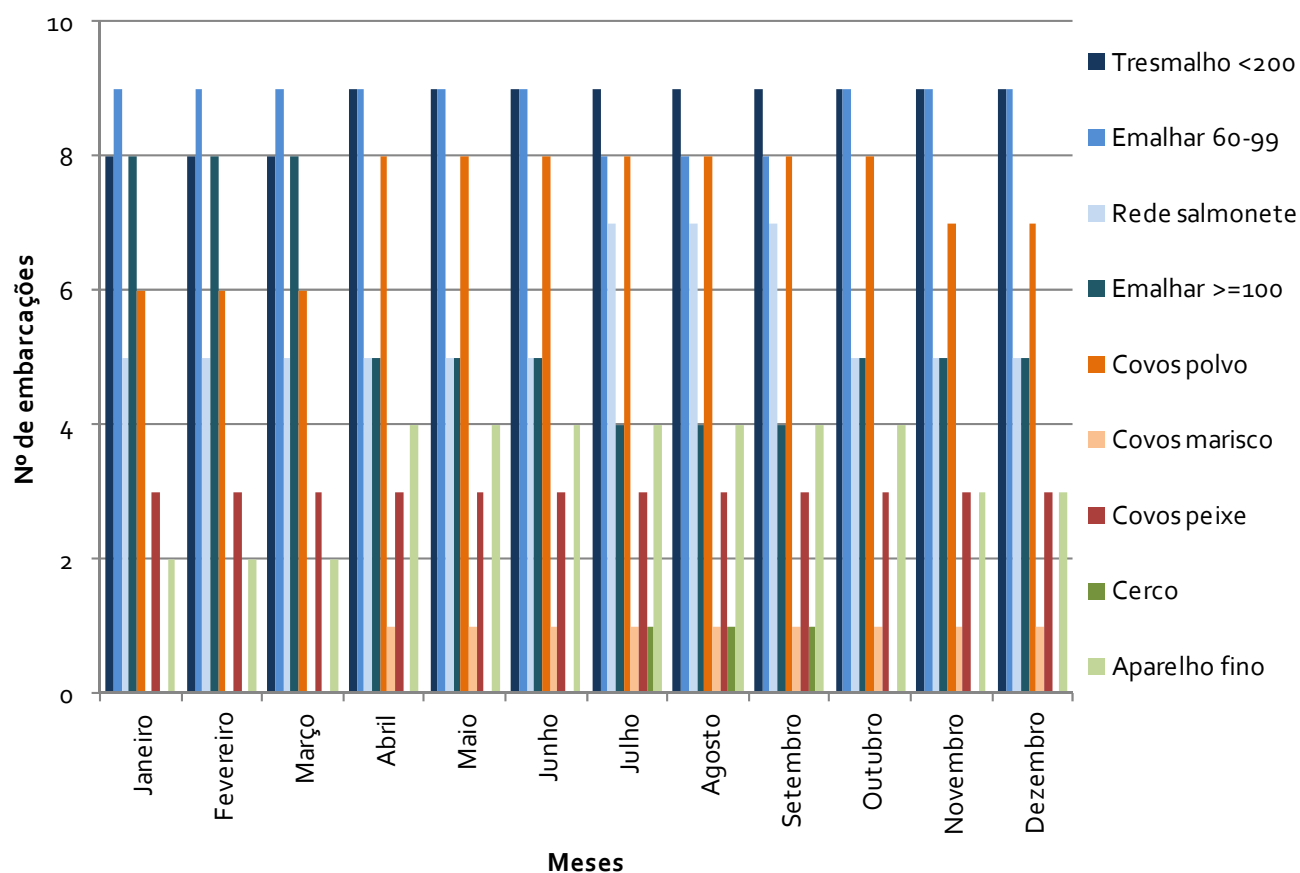
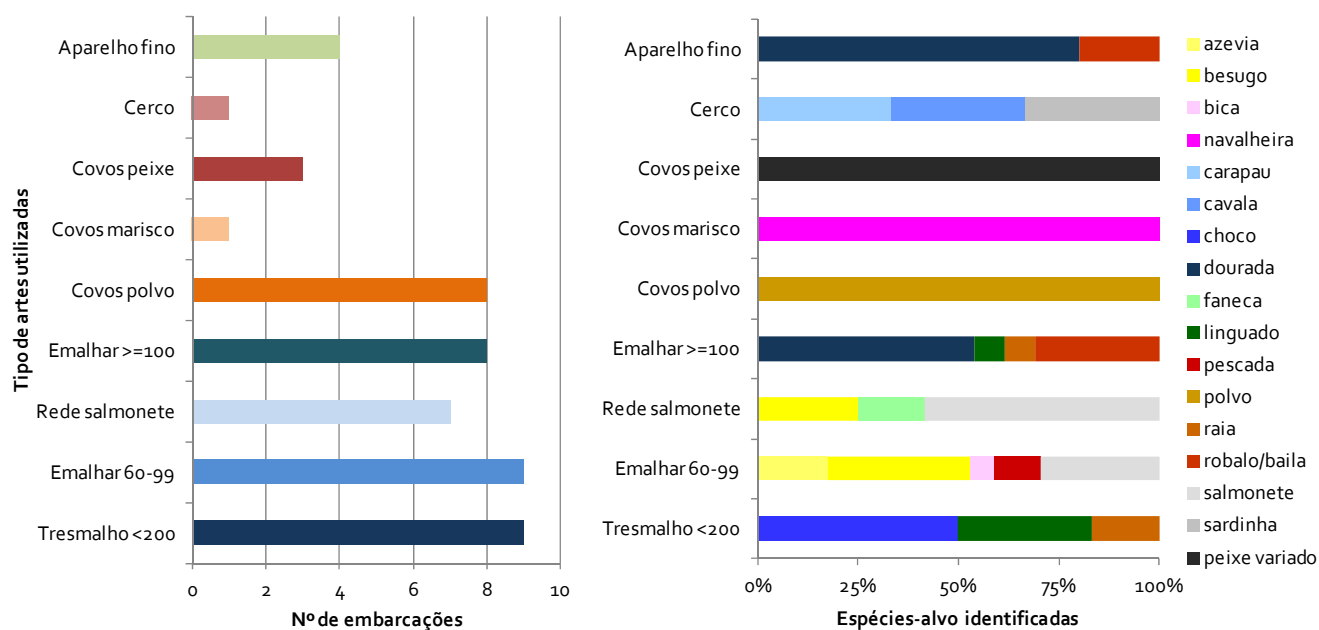


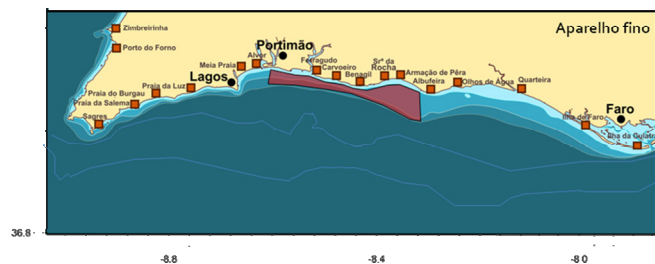
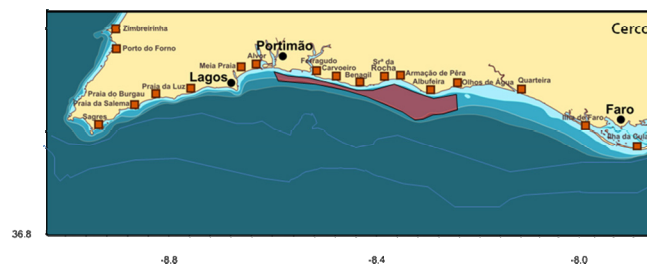
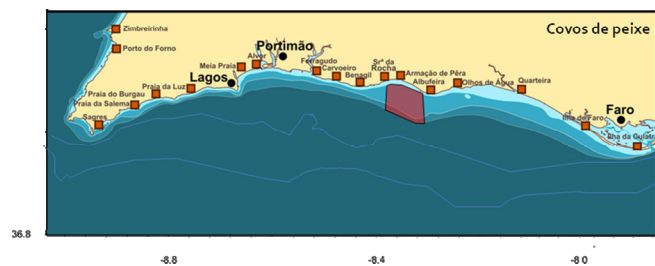
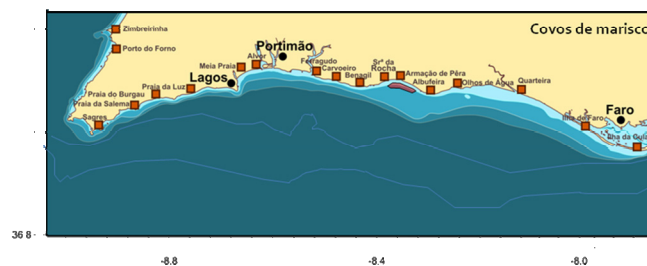
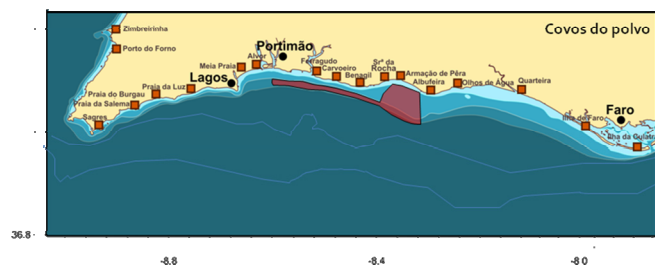
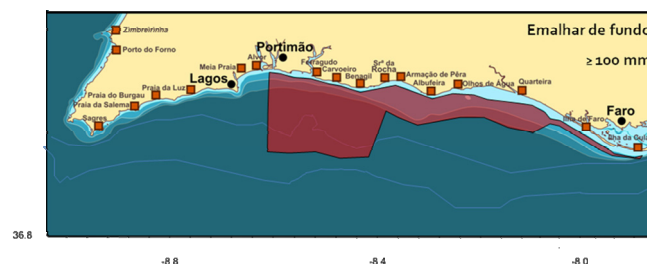
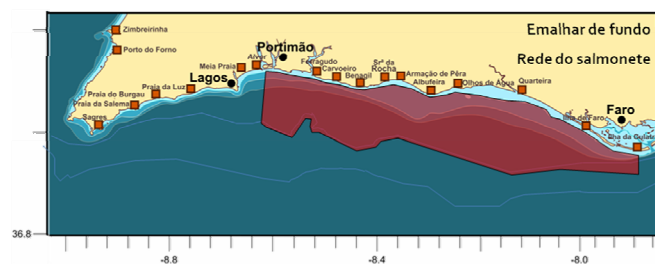
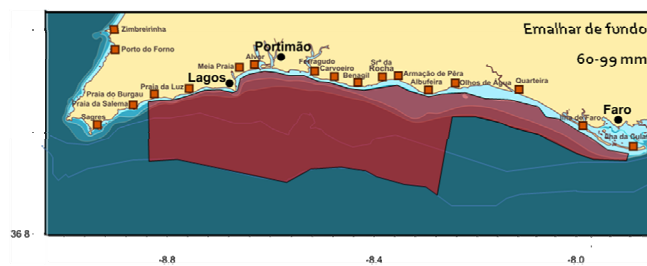
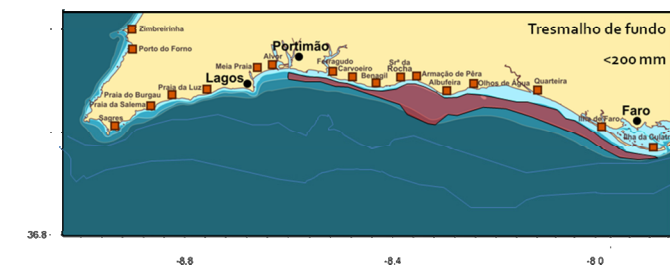


Armação de Pêra

N.º de inquéritos: 22

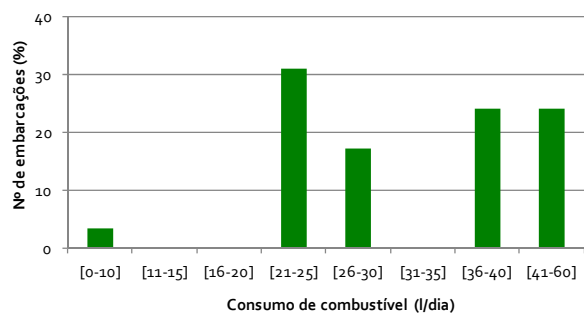
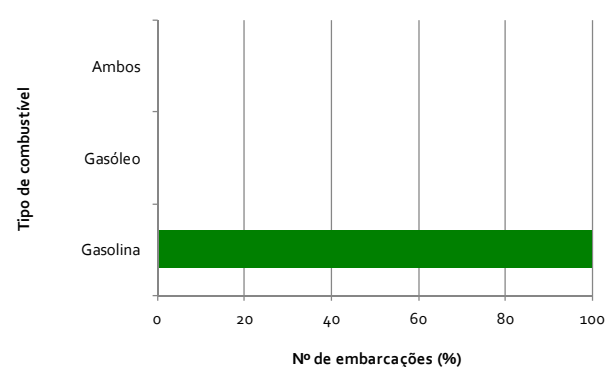
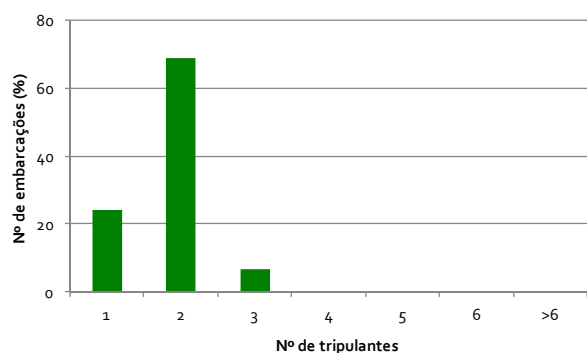
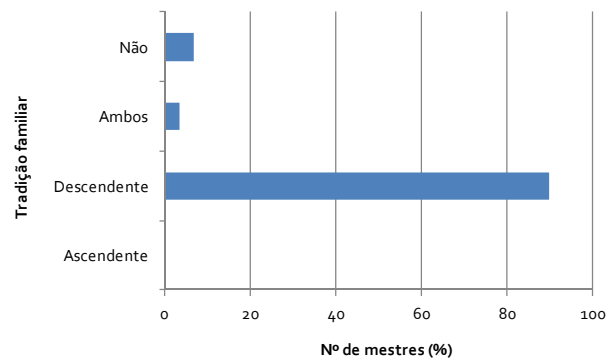
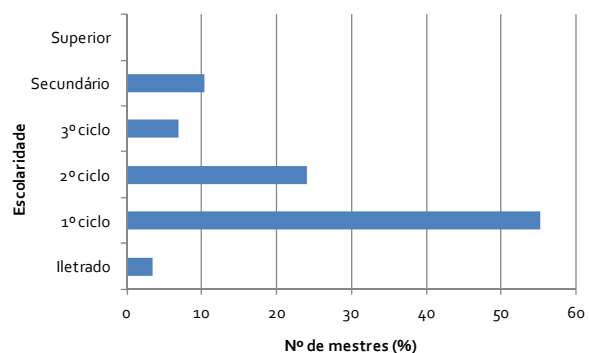
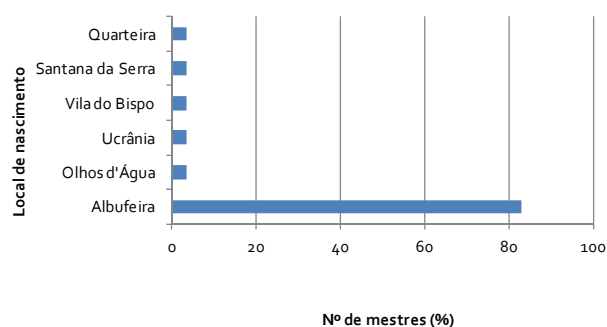
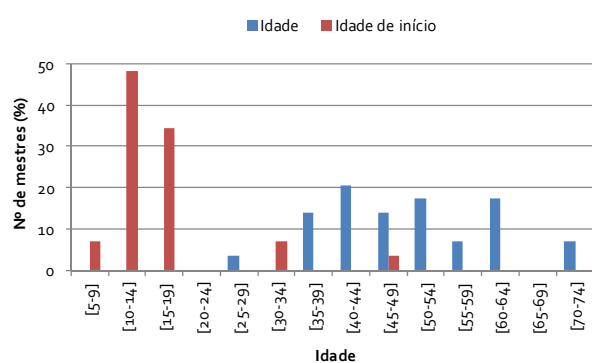
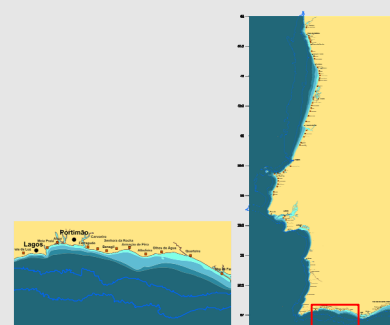


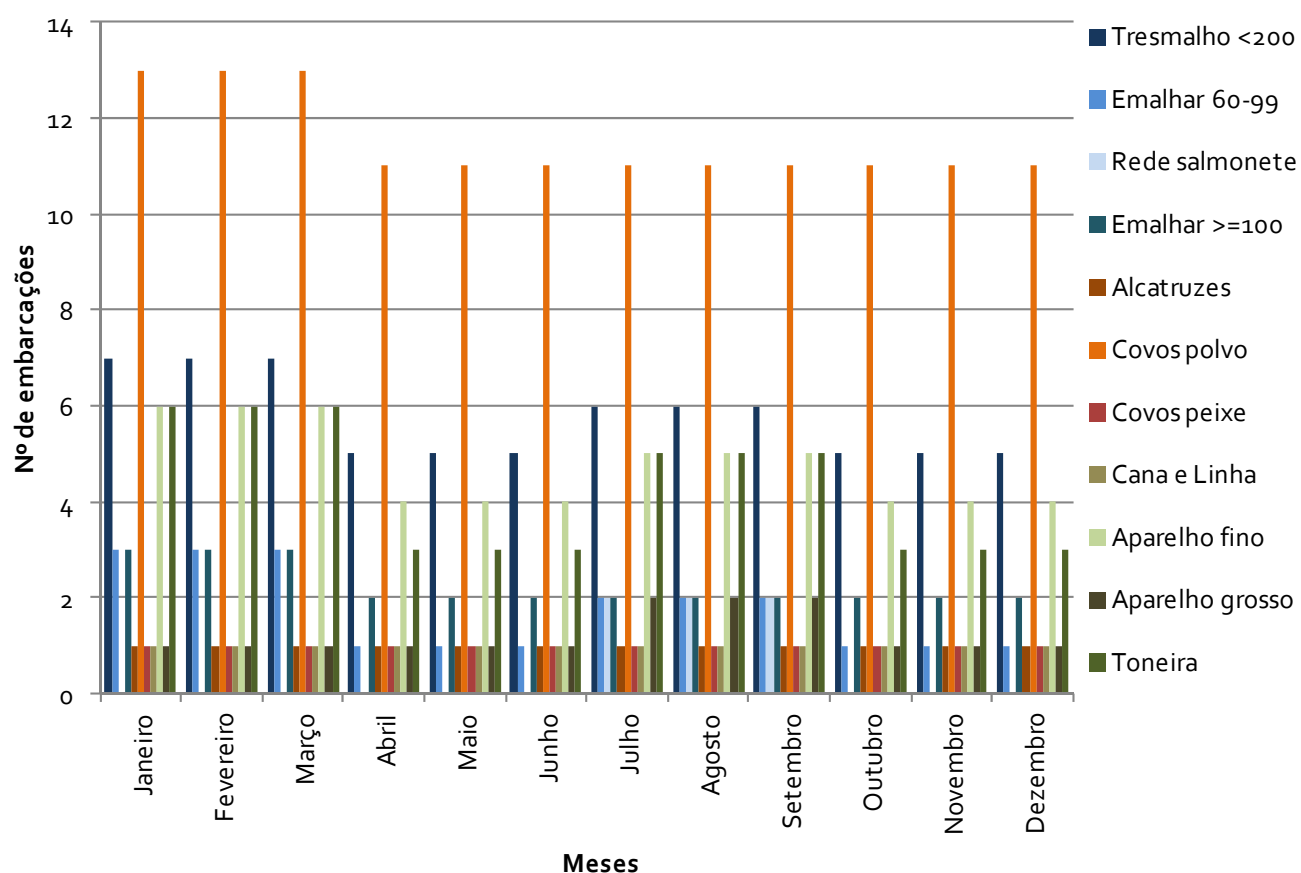
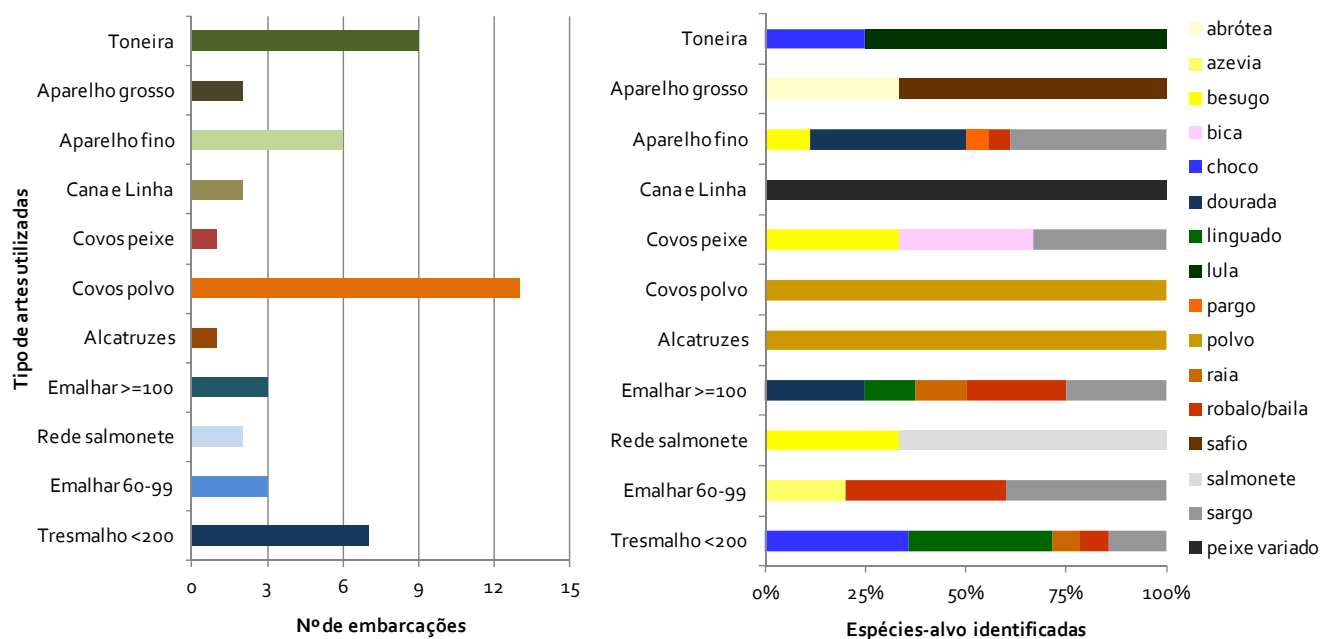


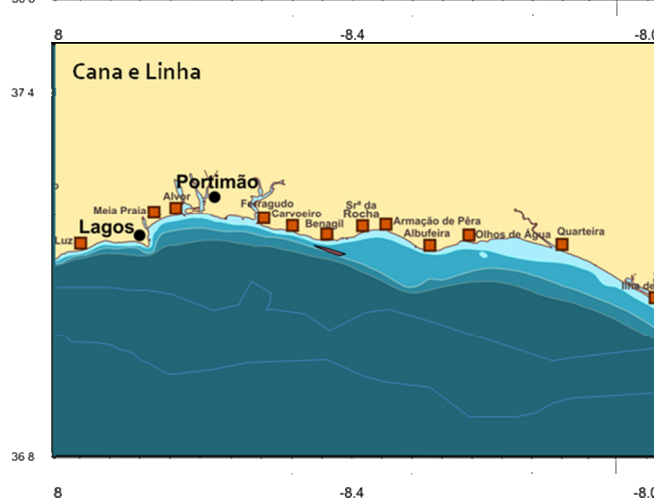
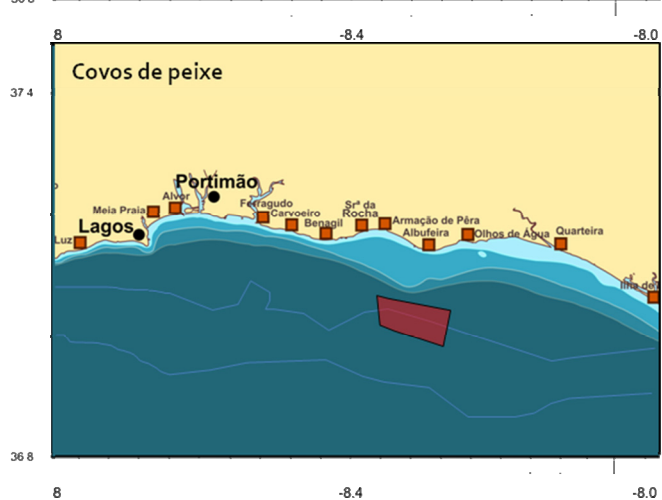
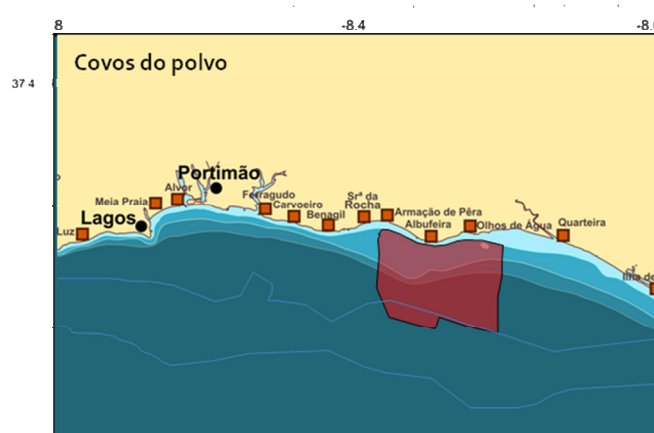
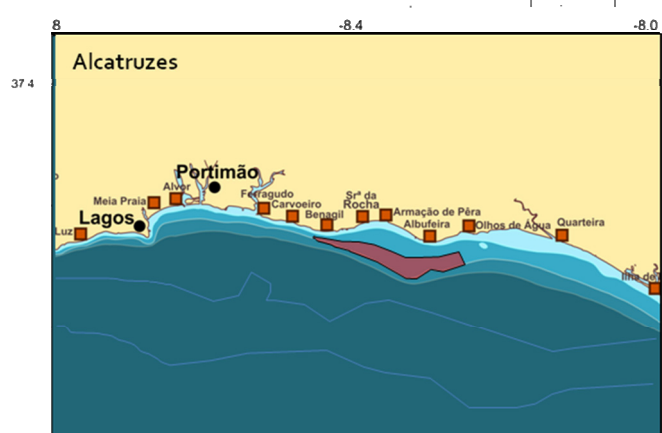
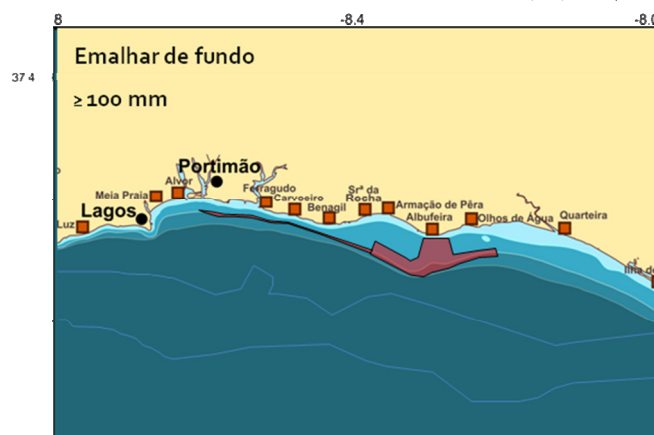
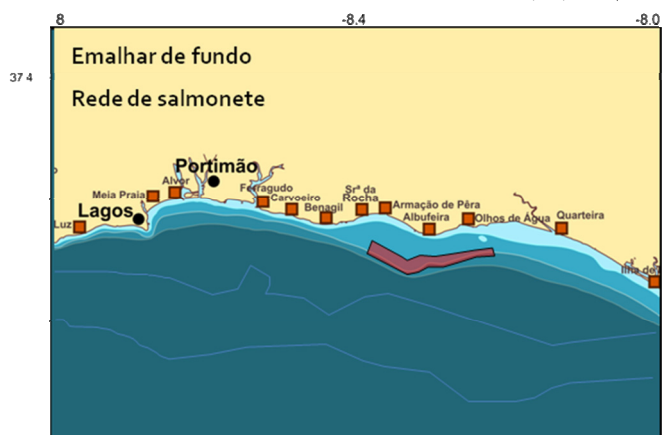
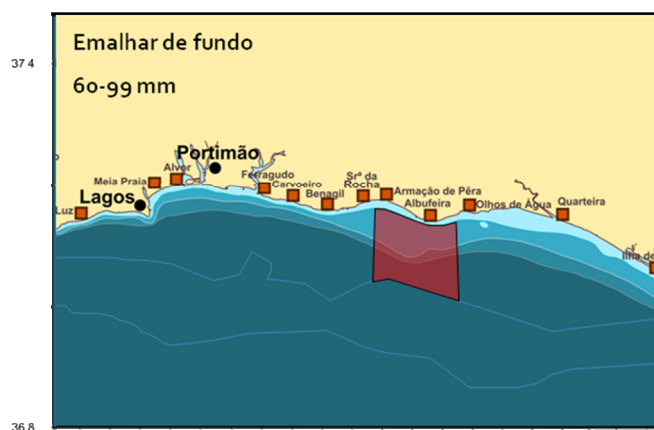
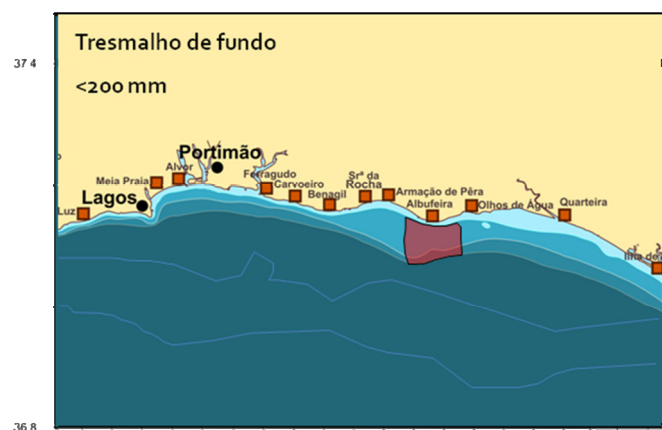


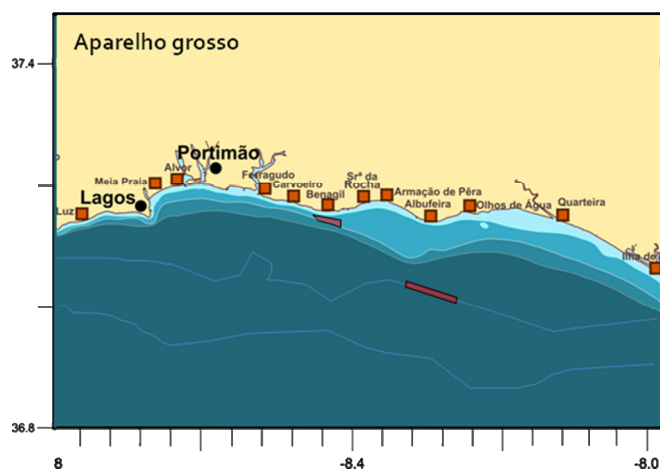
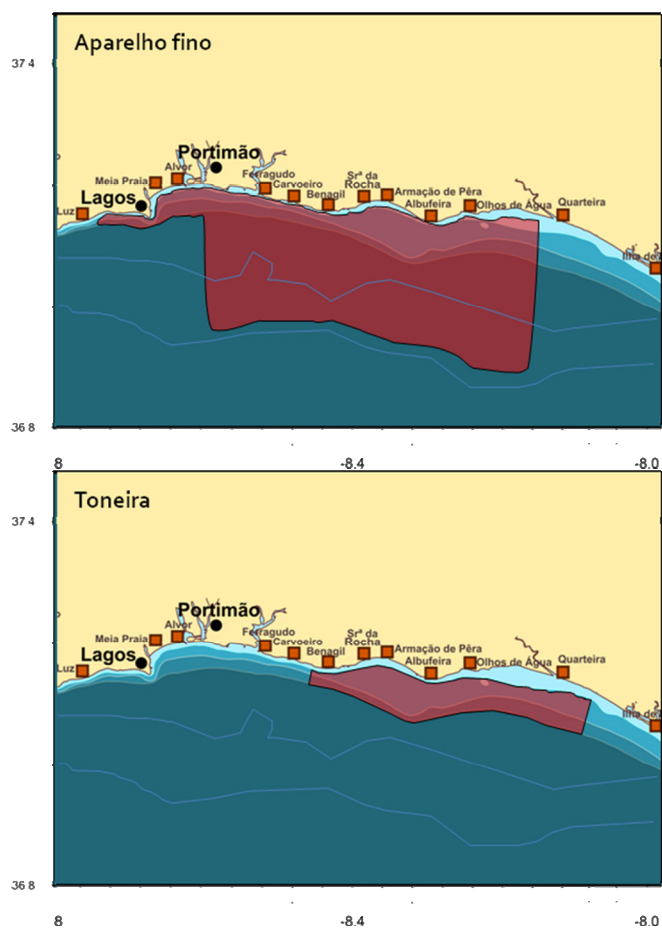
Albufeira

N.º de inquéritos: 29



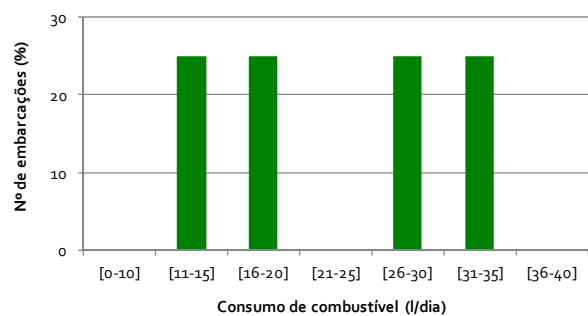
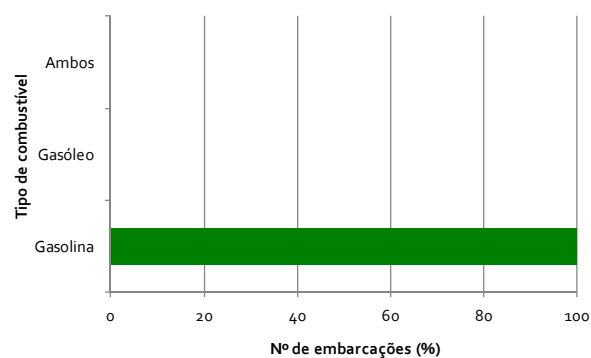
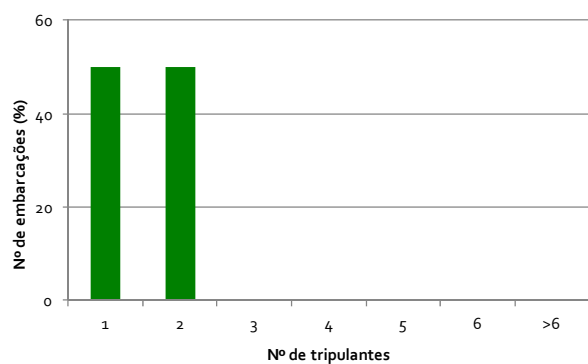
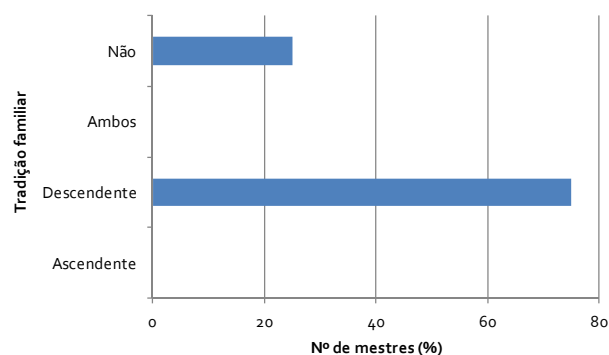
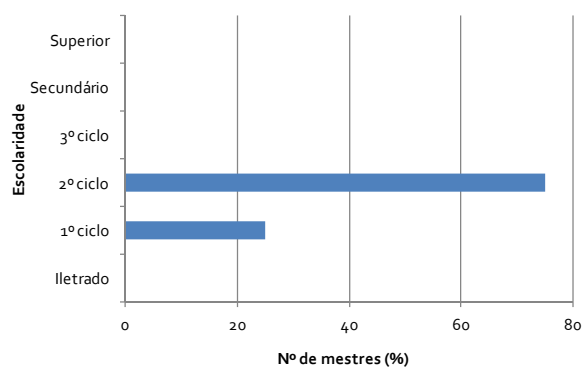
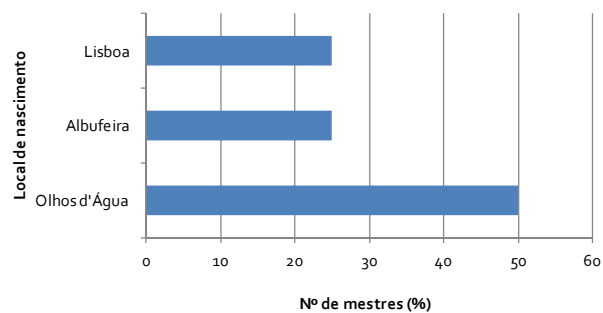
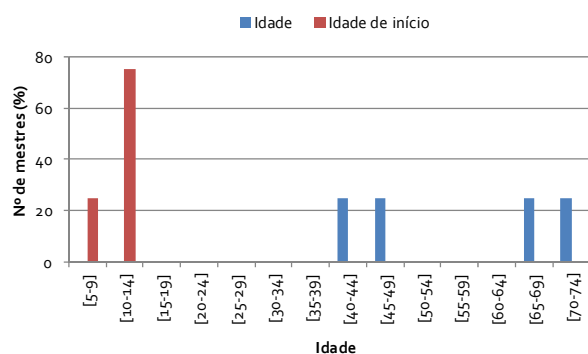
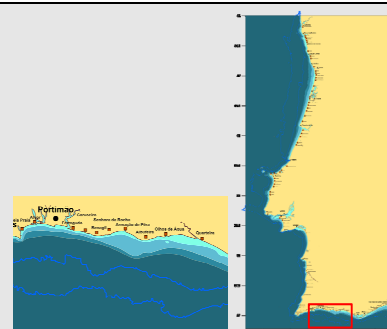


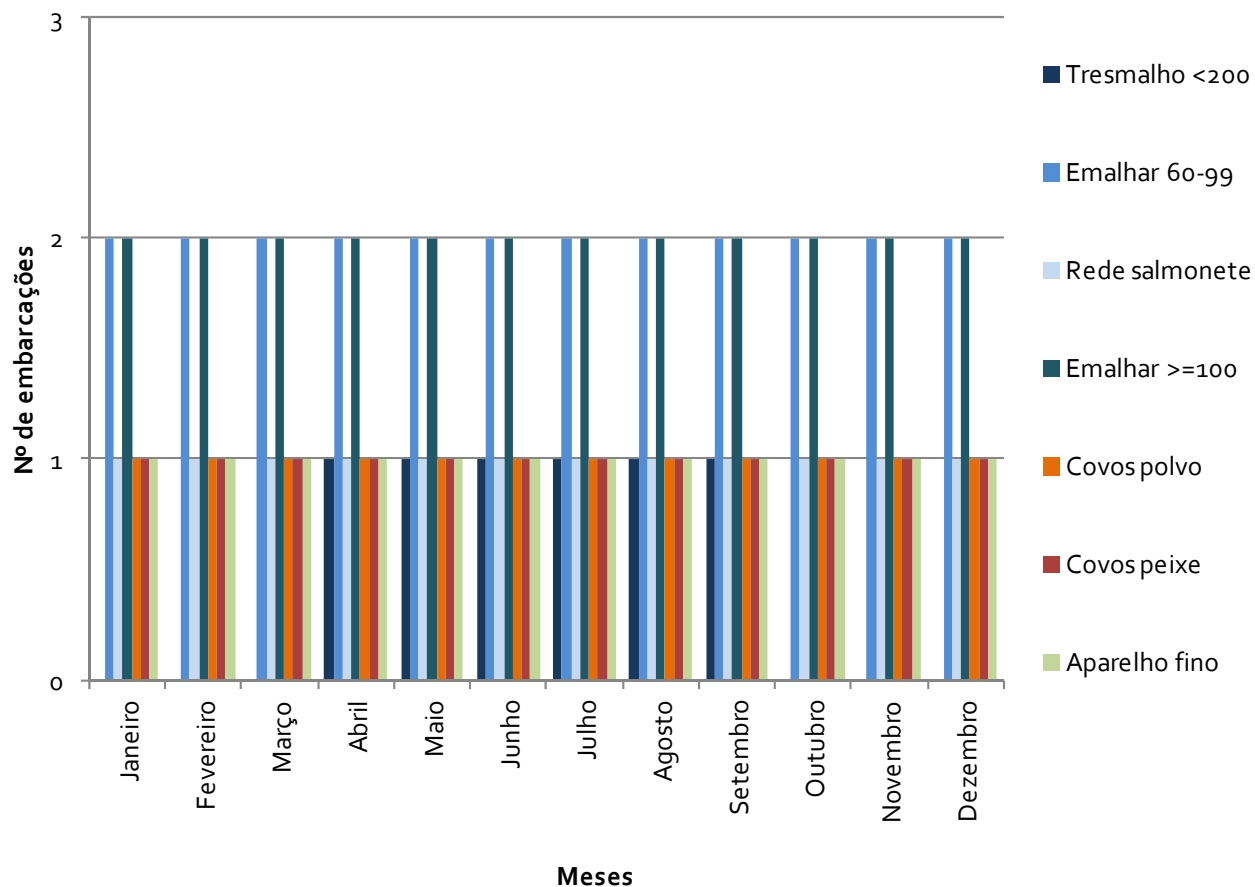
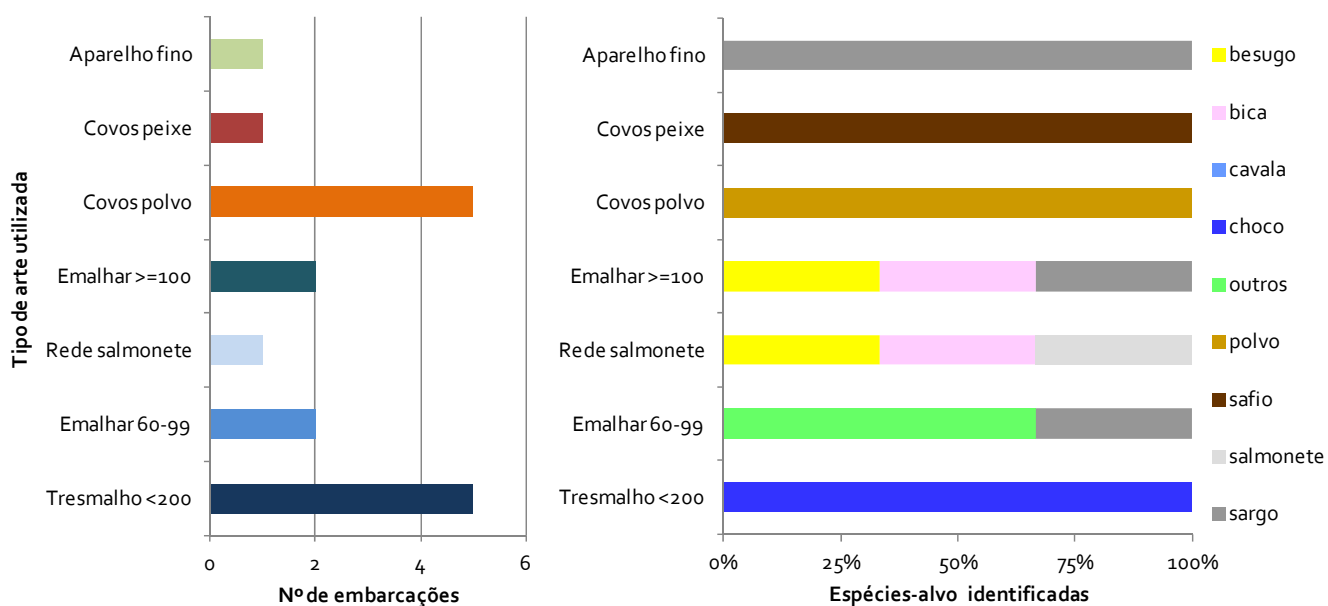


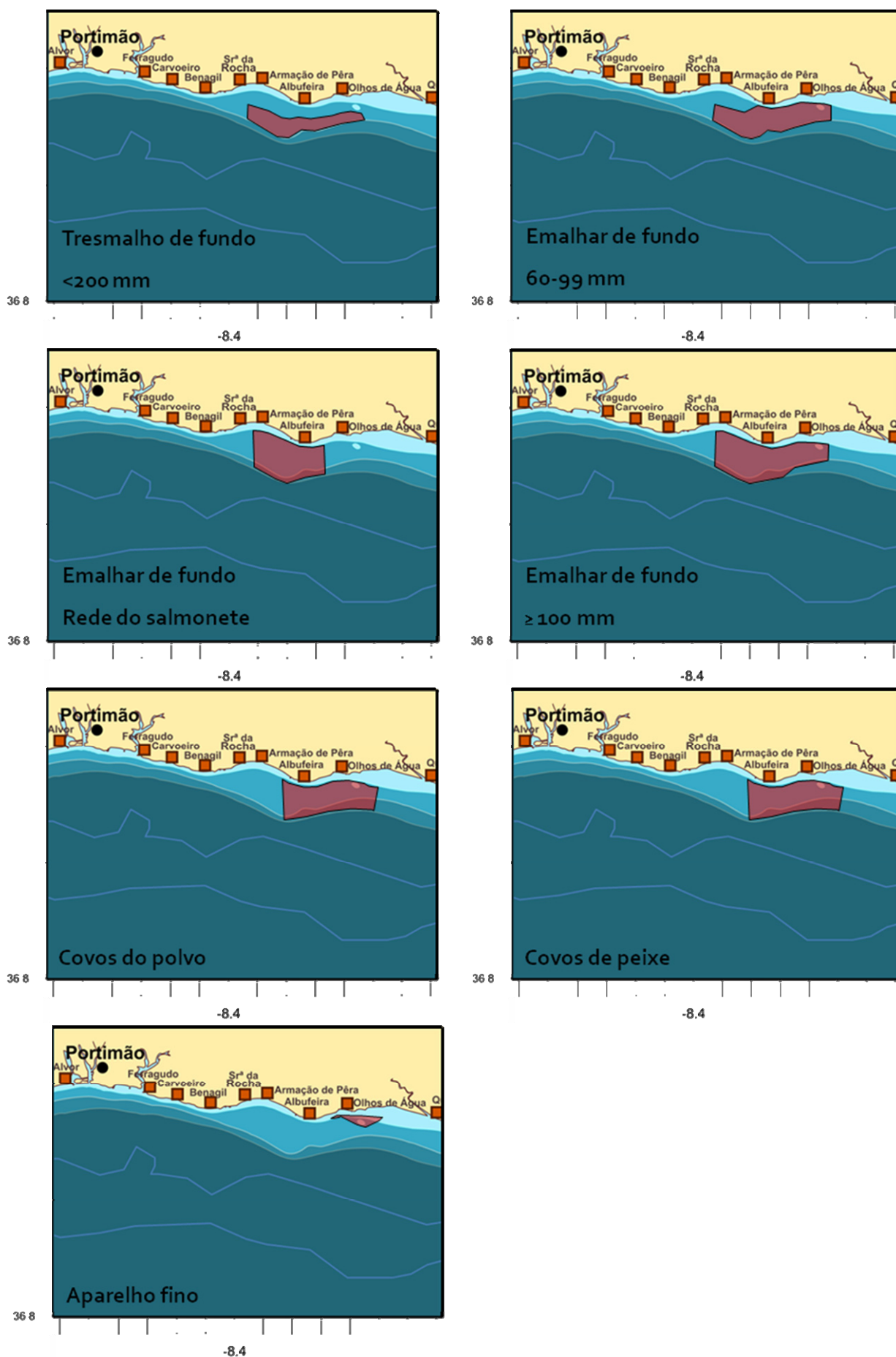


Olhos d'Água

N.º de inquéritos: 4

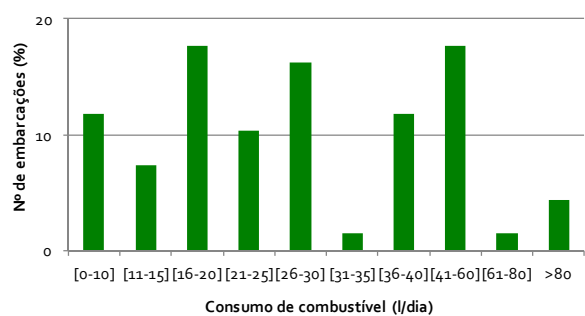
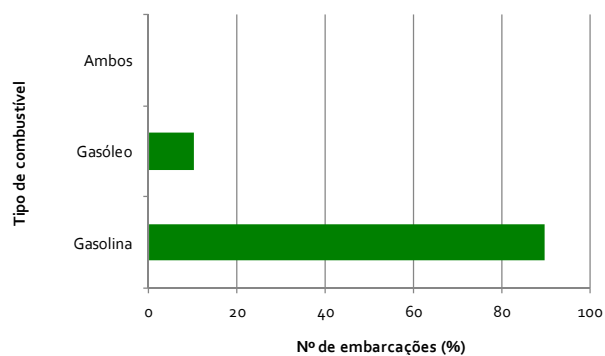
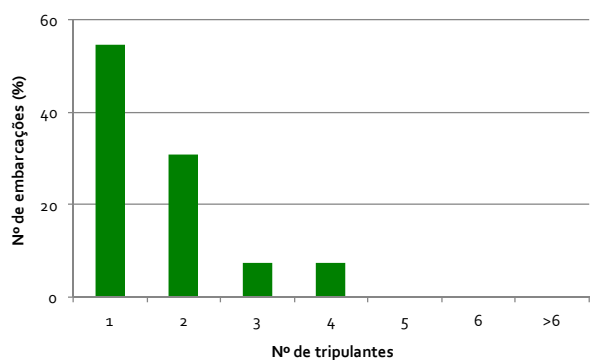
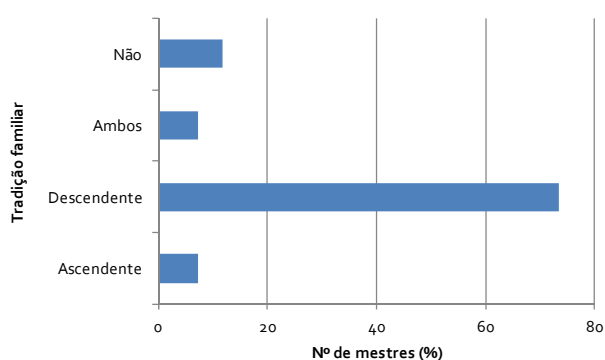
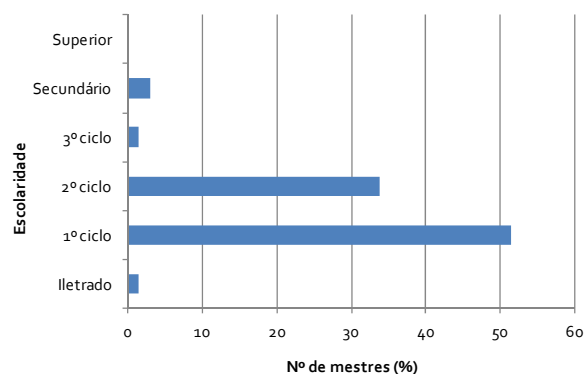
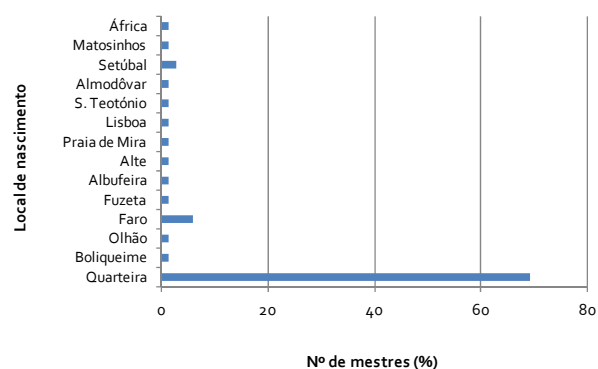
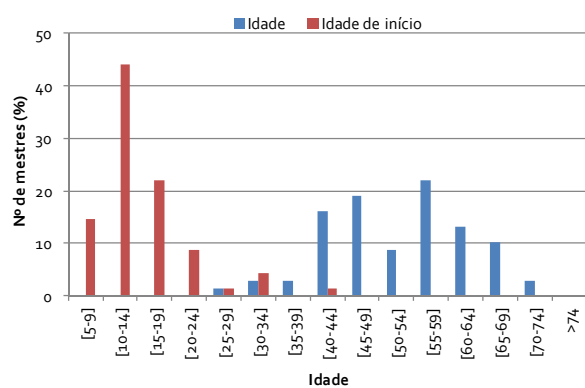
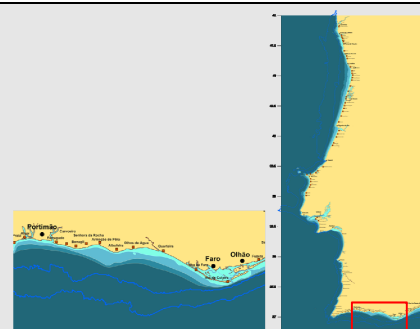


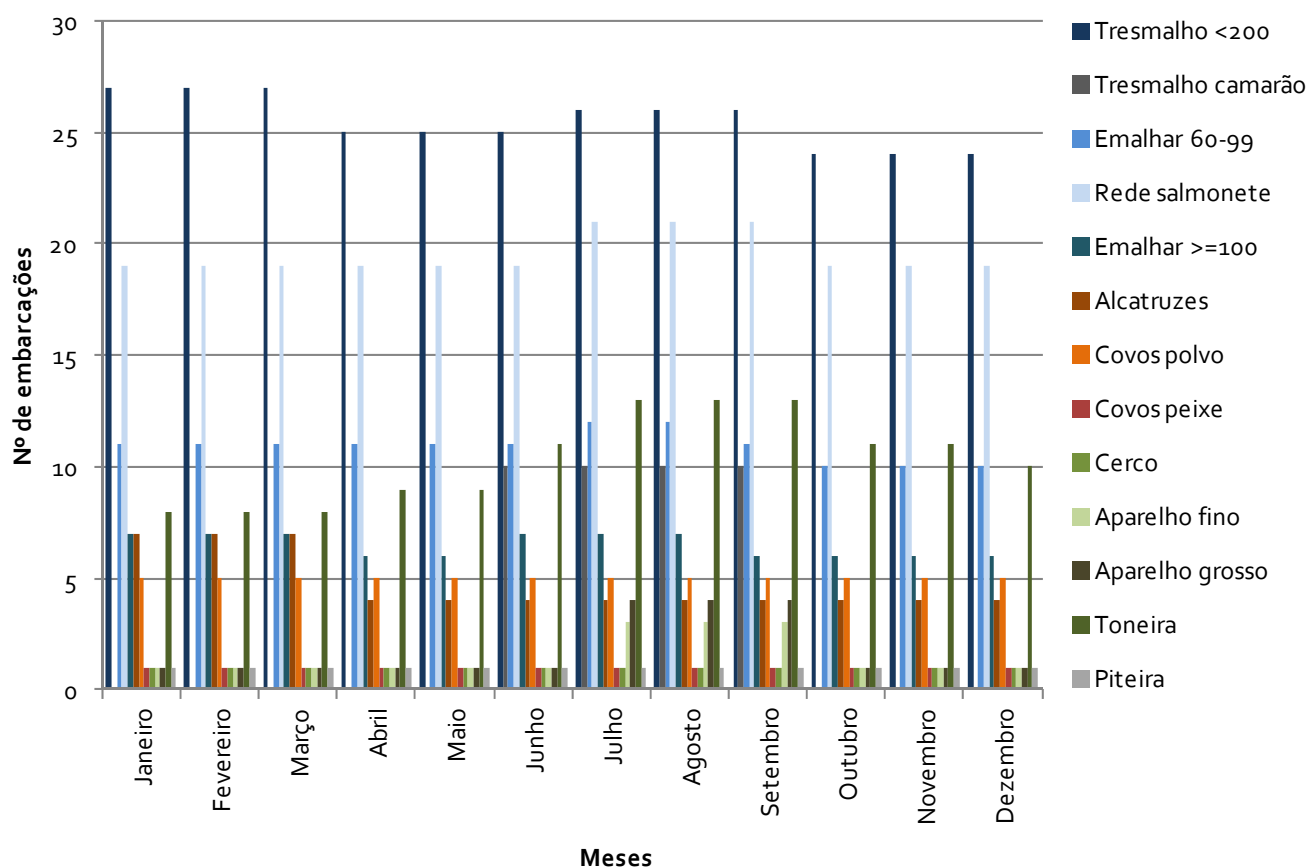
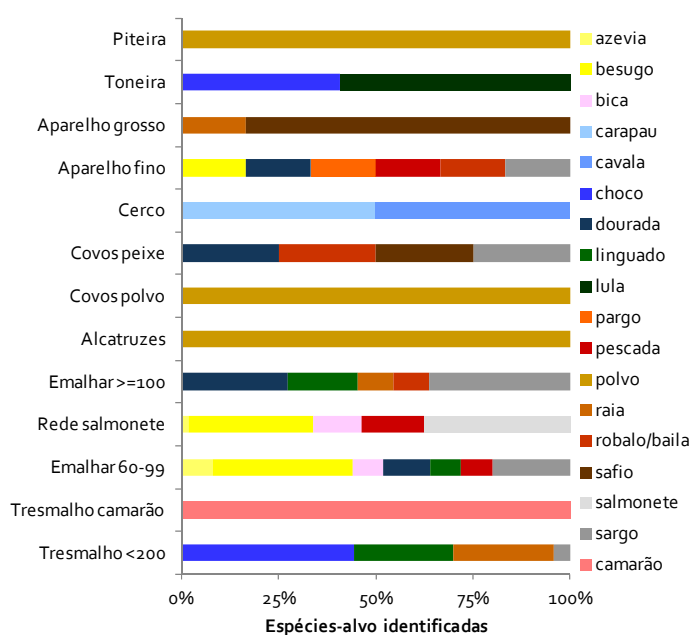
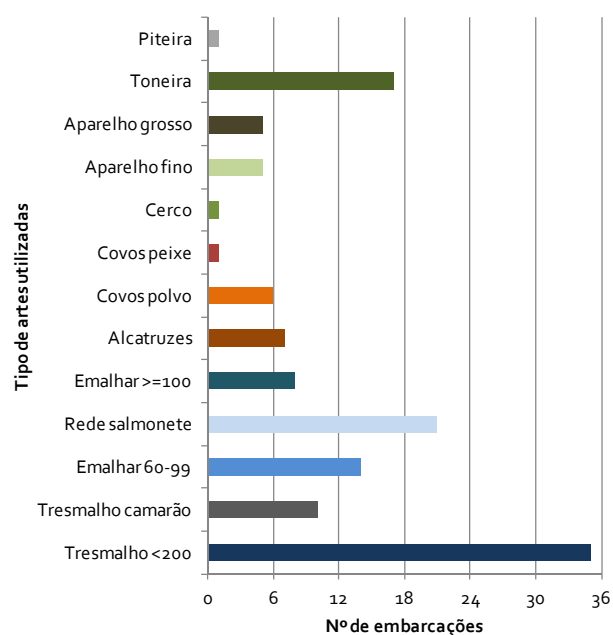


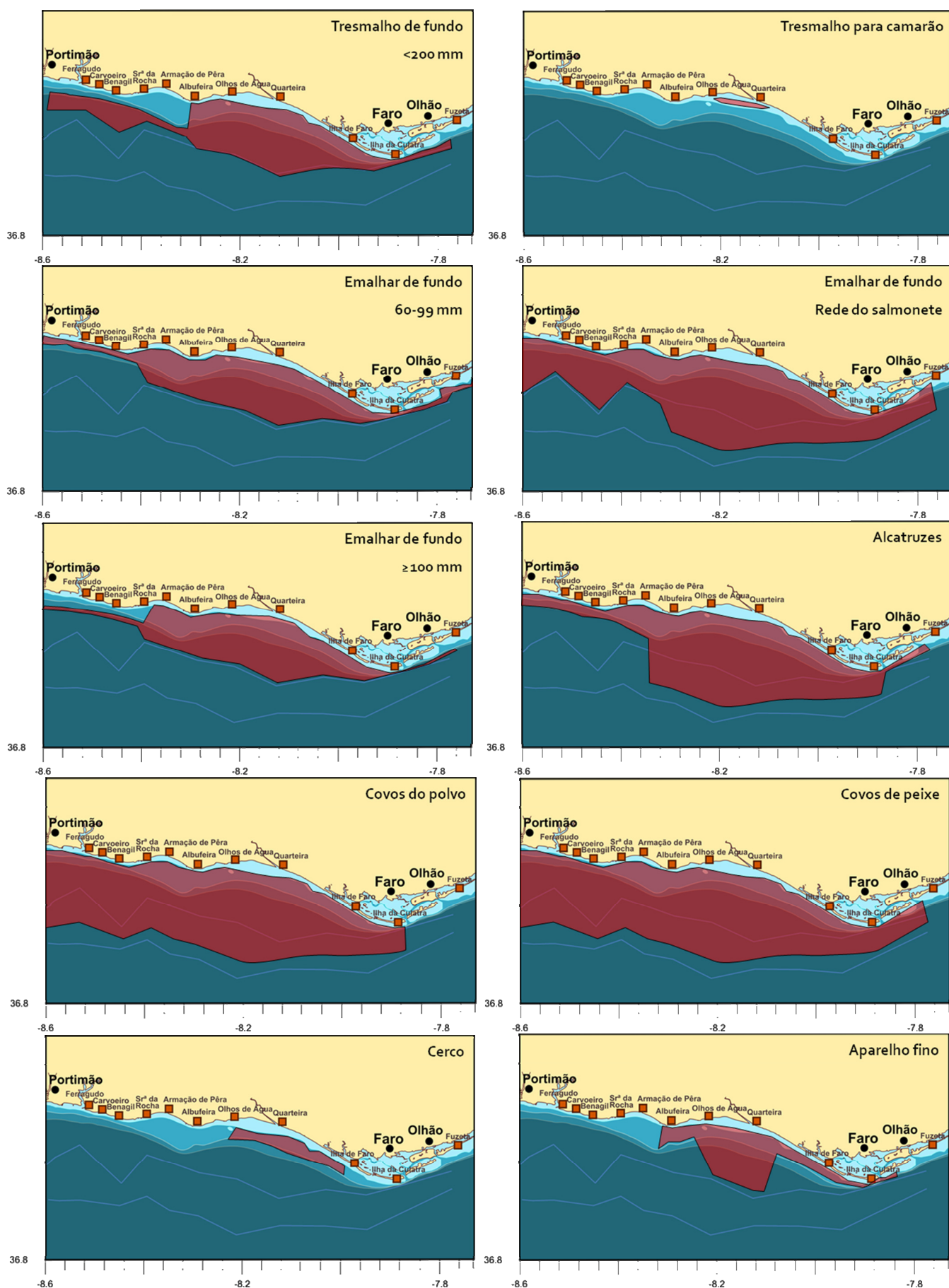


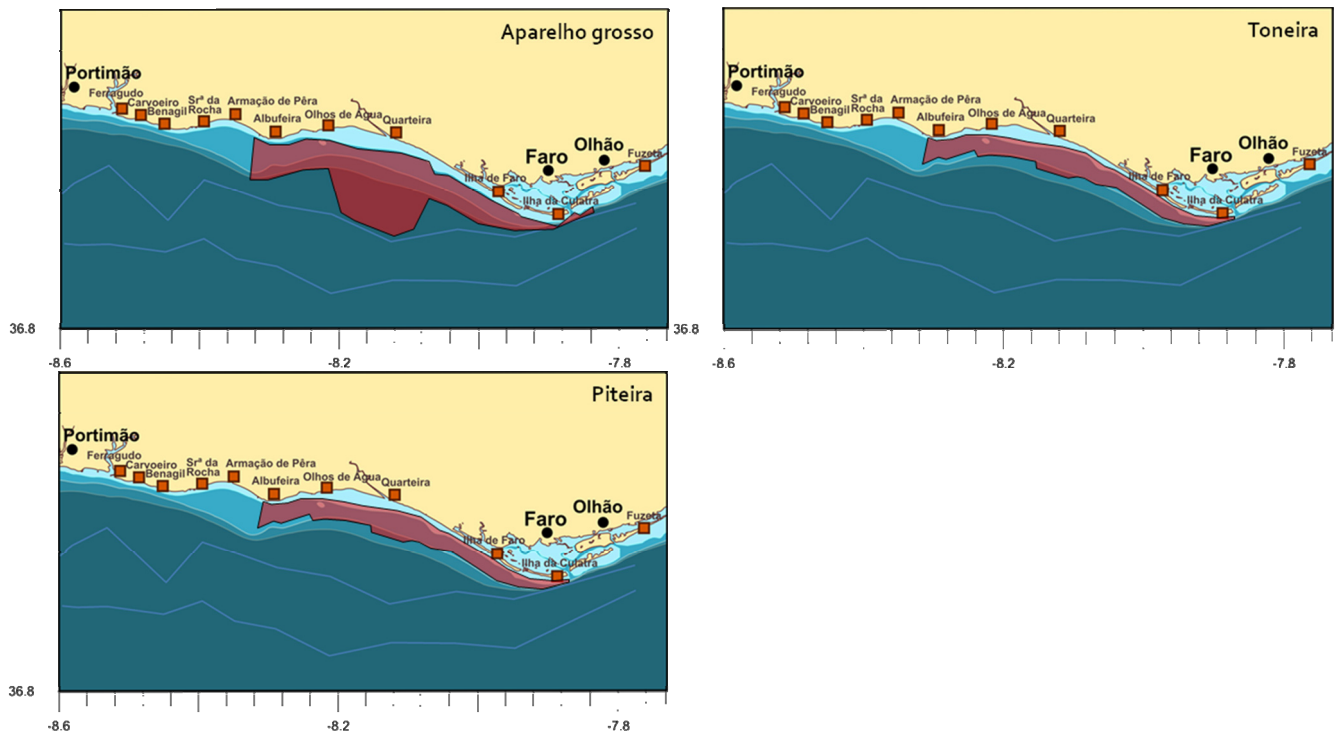
Quarteira

N.º de inquéritos: 68



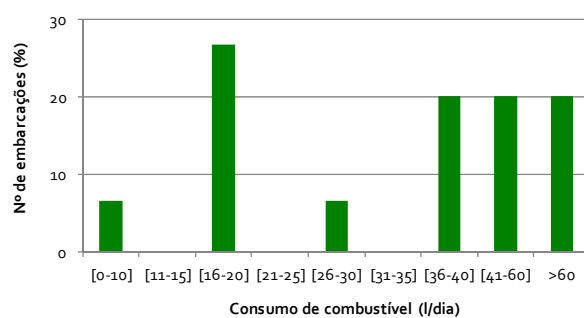
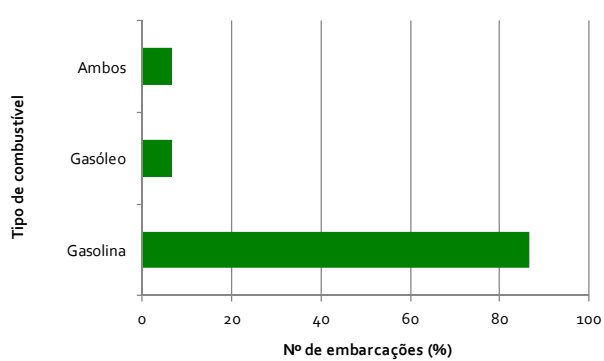
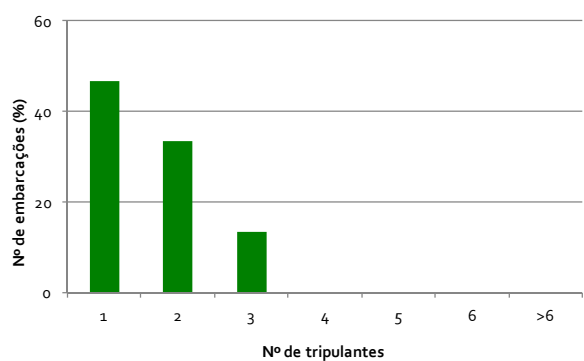
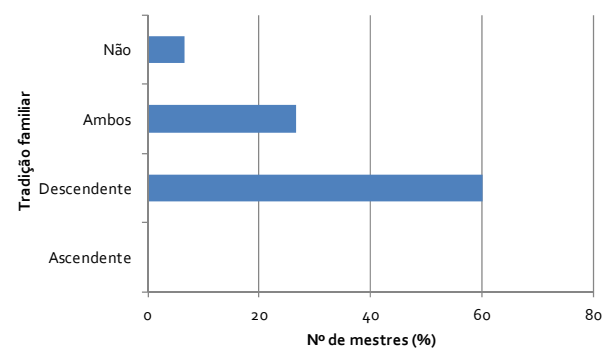
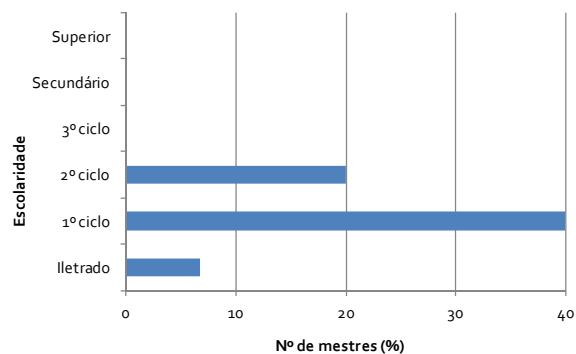
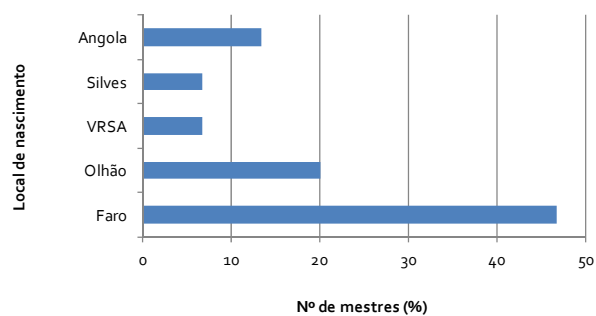
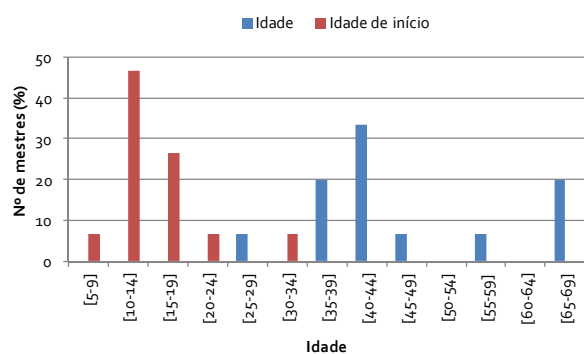
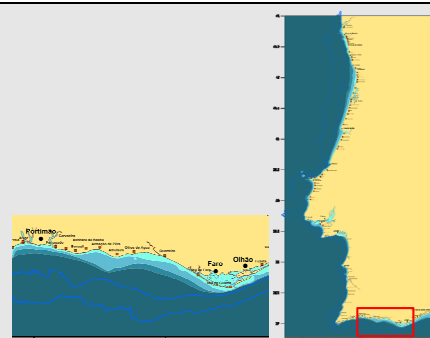


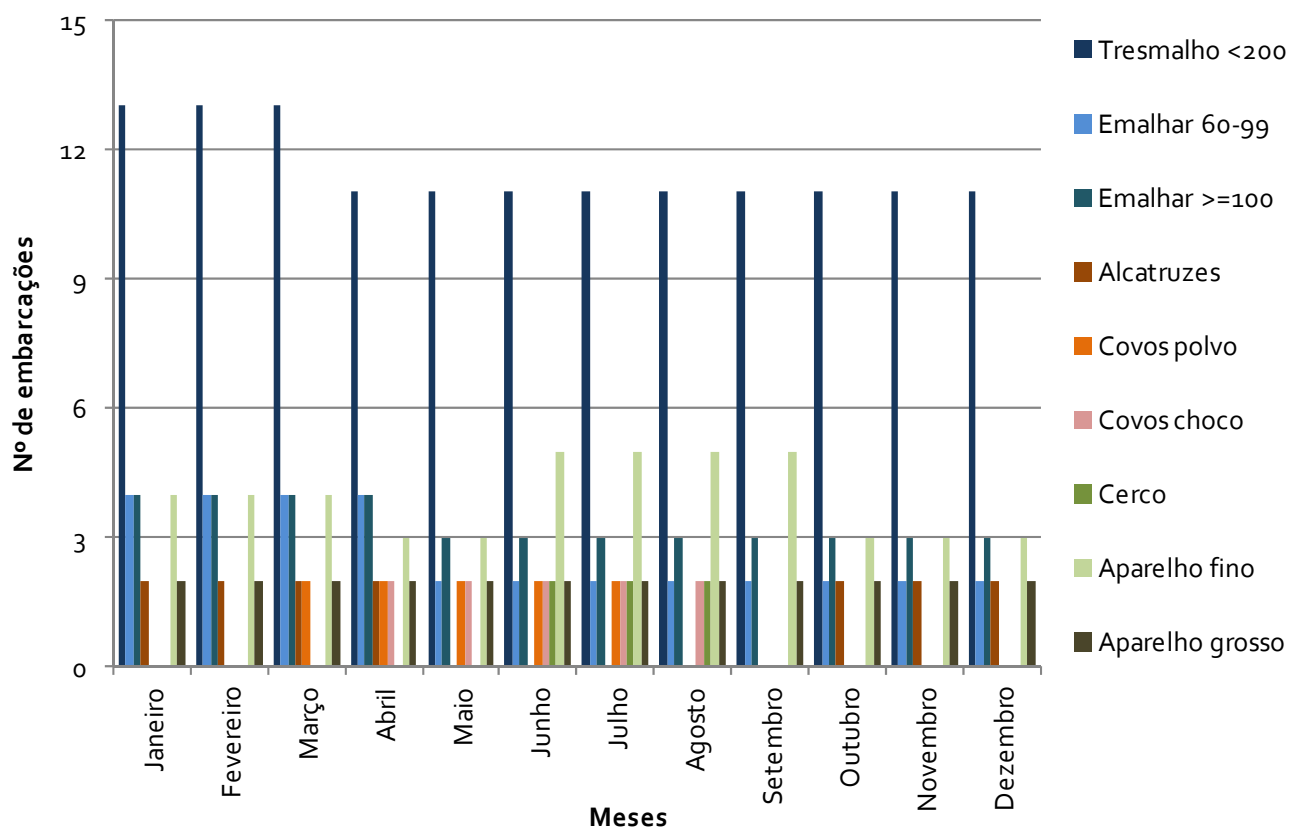
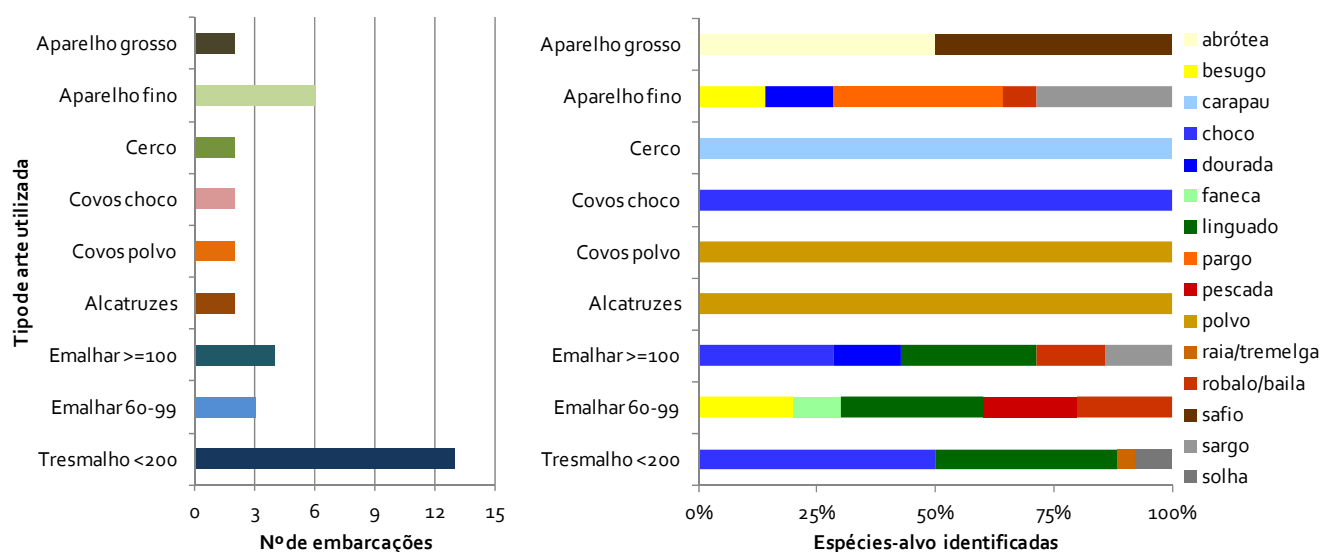


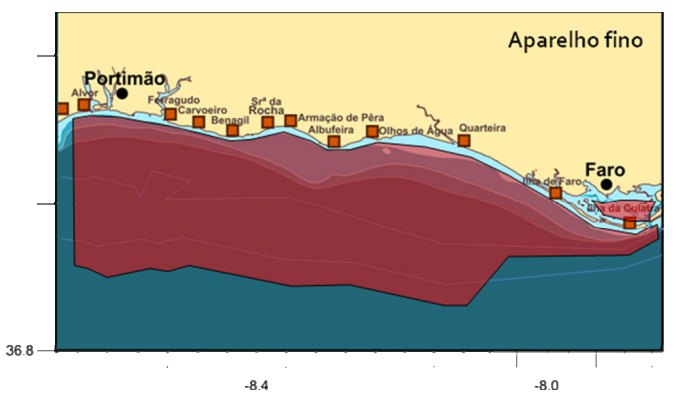
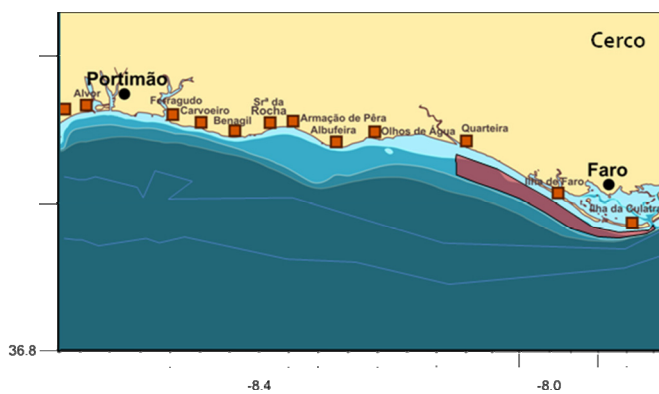
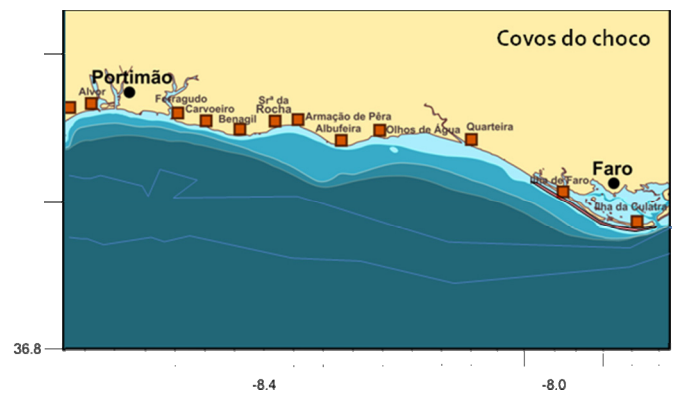
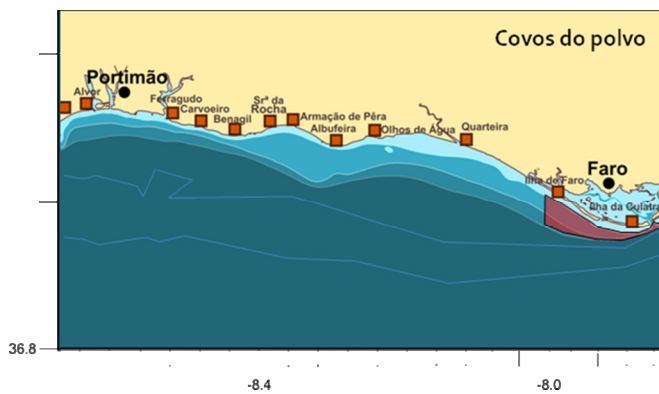
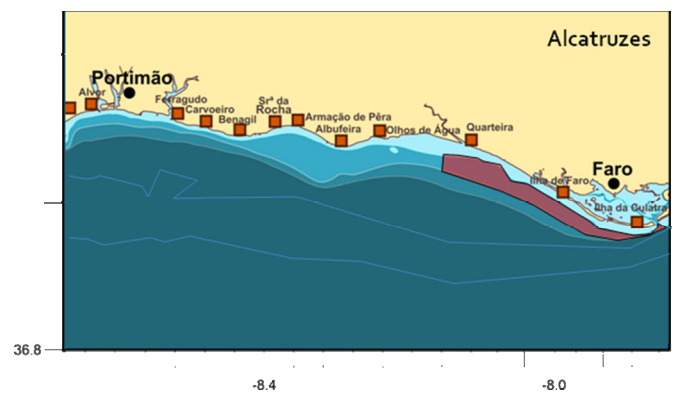
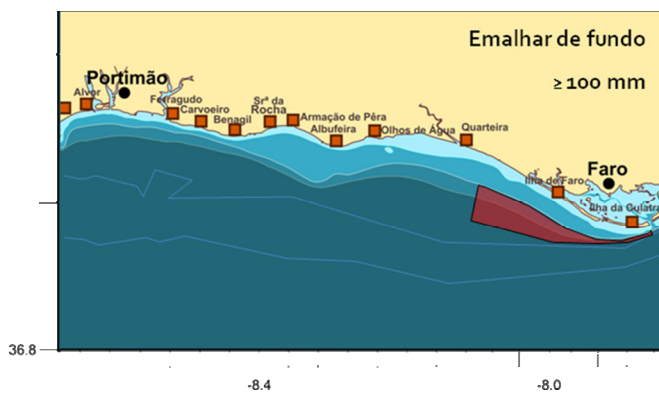
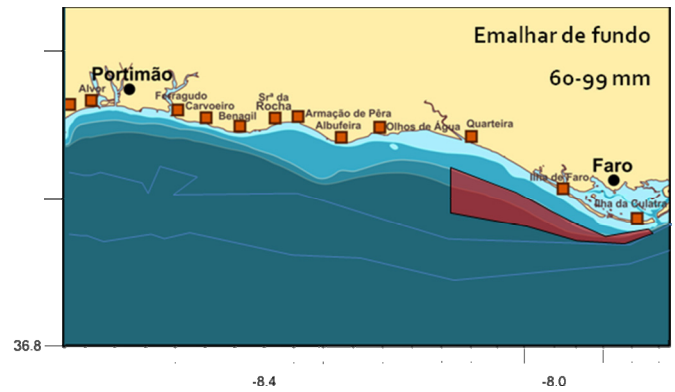
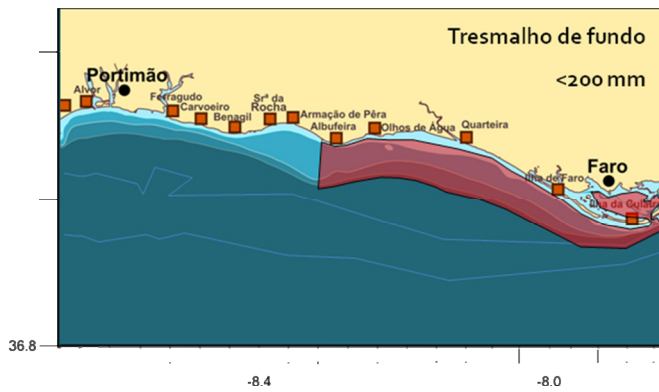


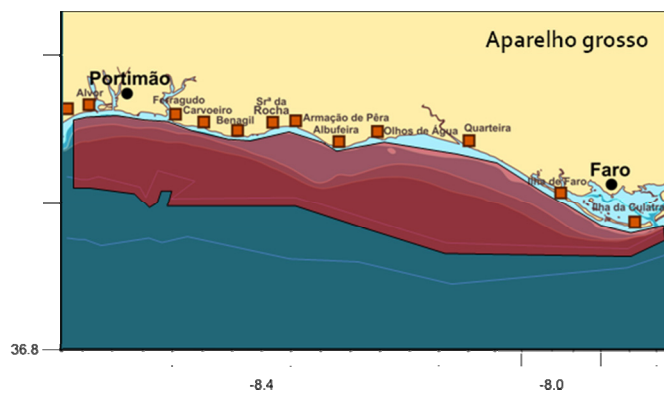
Faro

N.º de inquéritos: 15



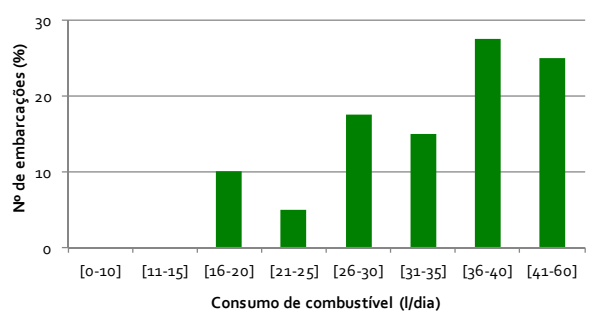
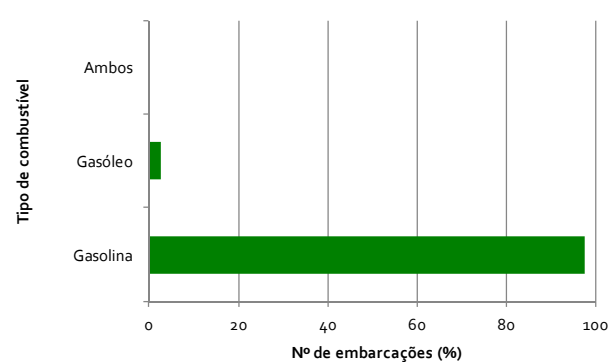
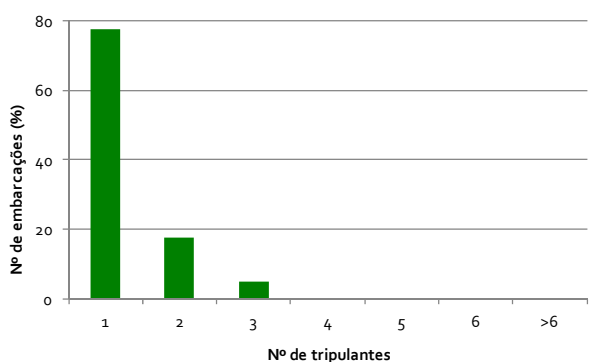
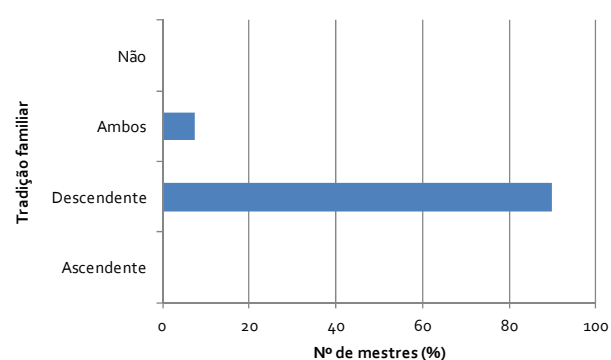
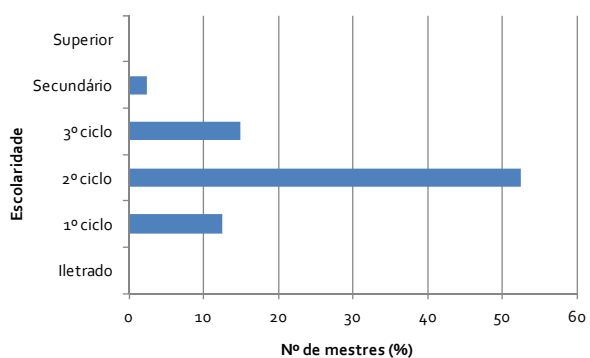
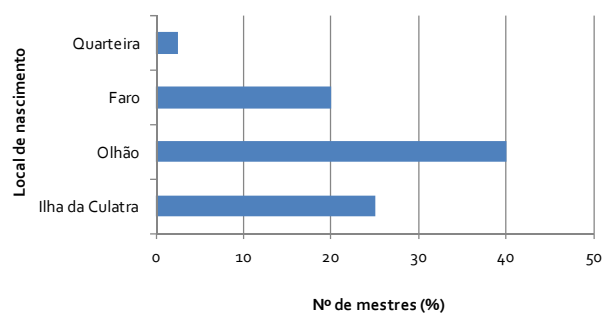
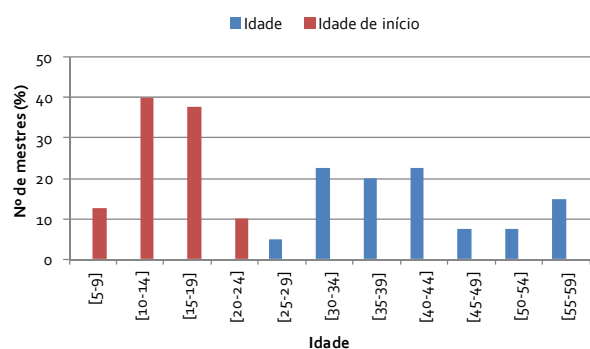
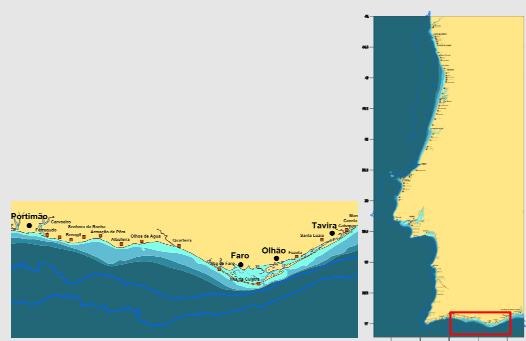


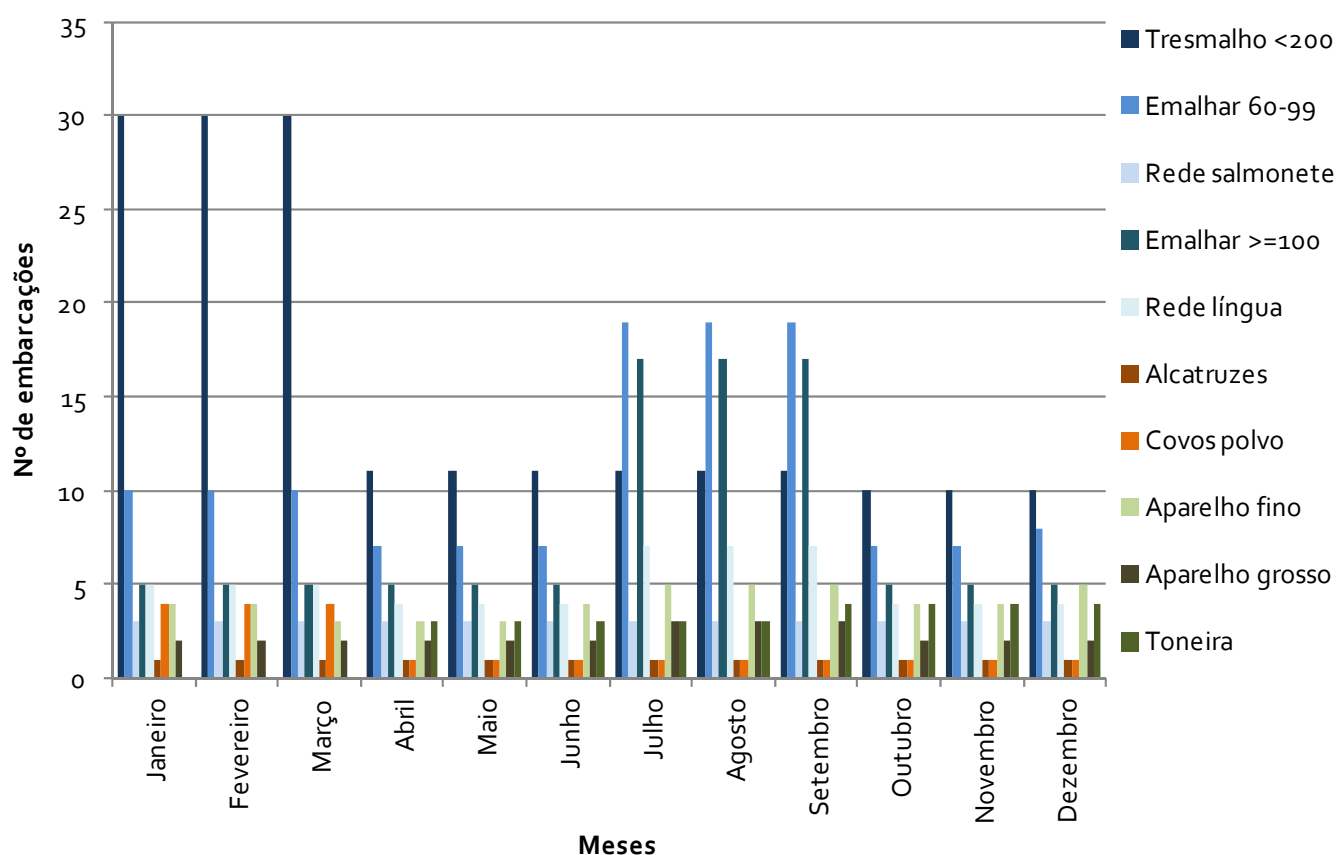
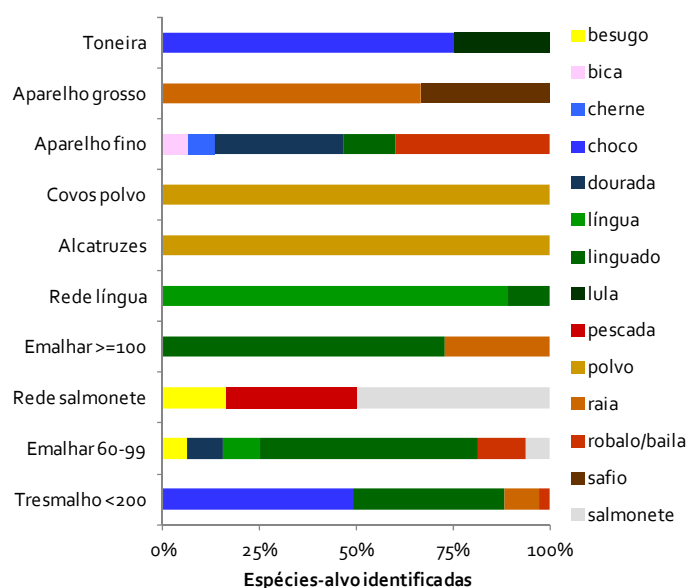
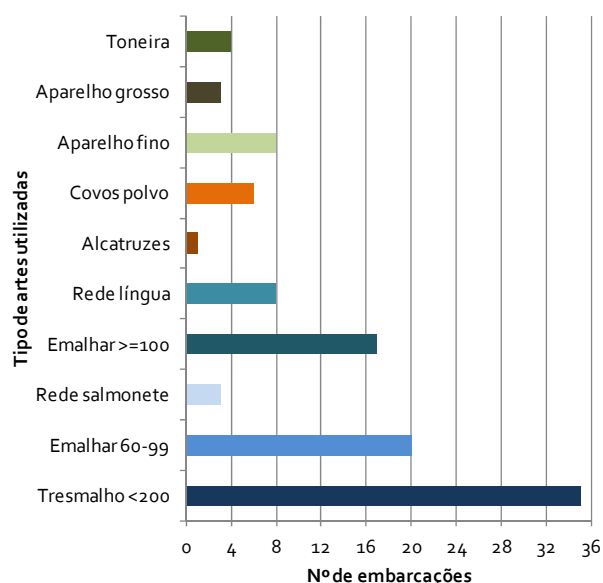


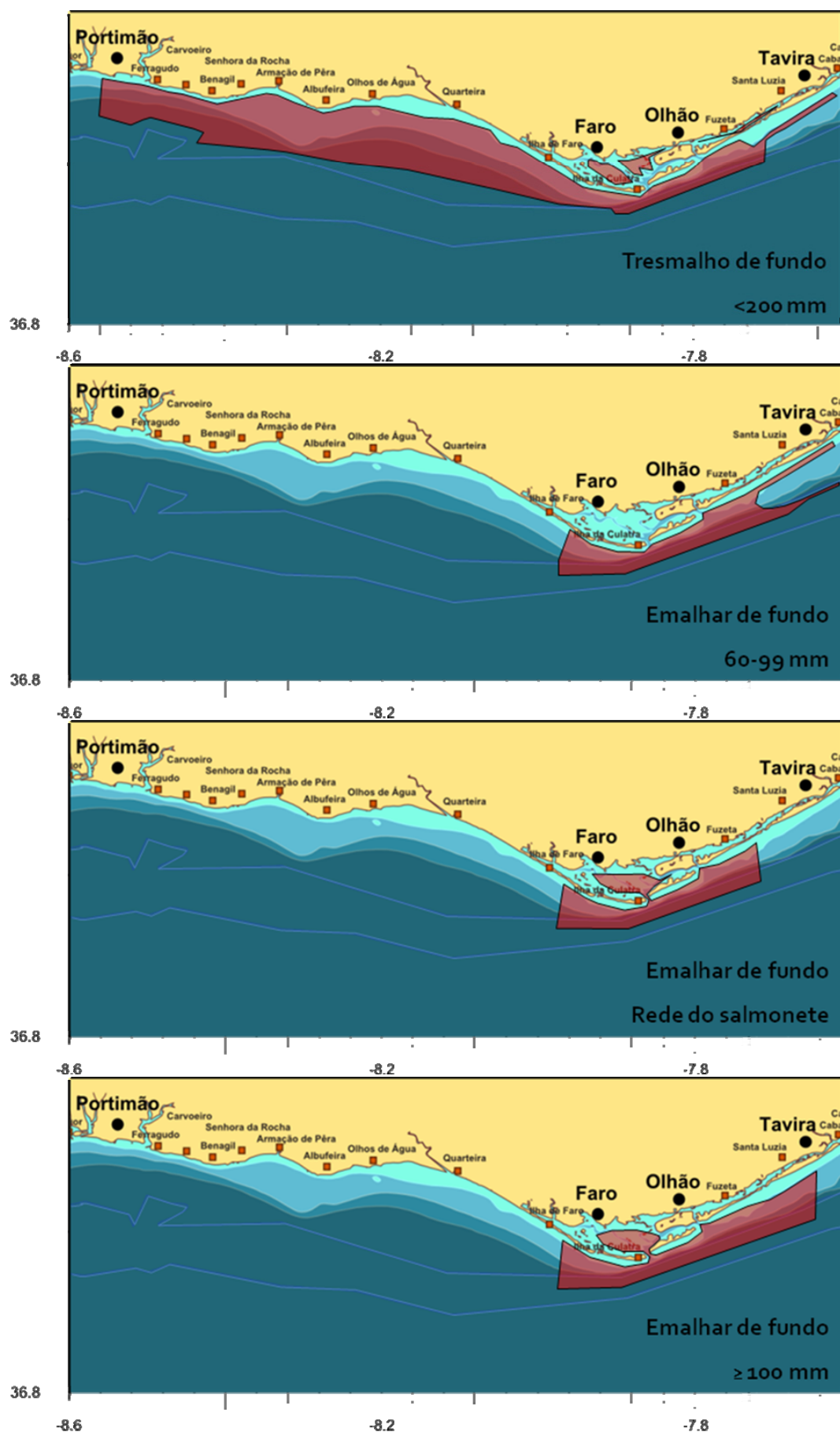


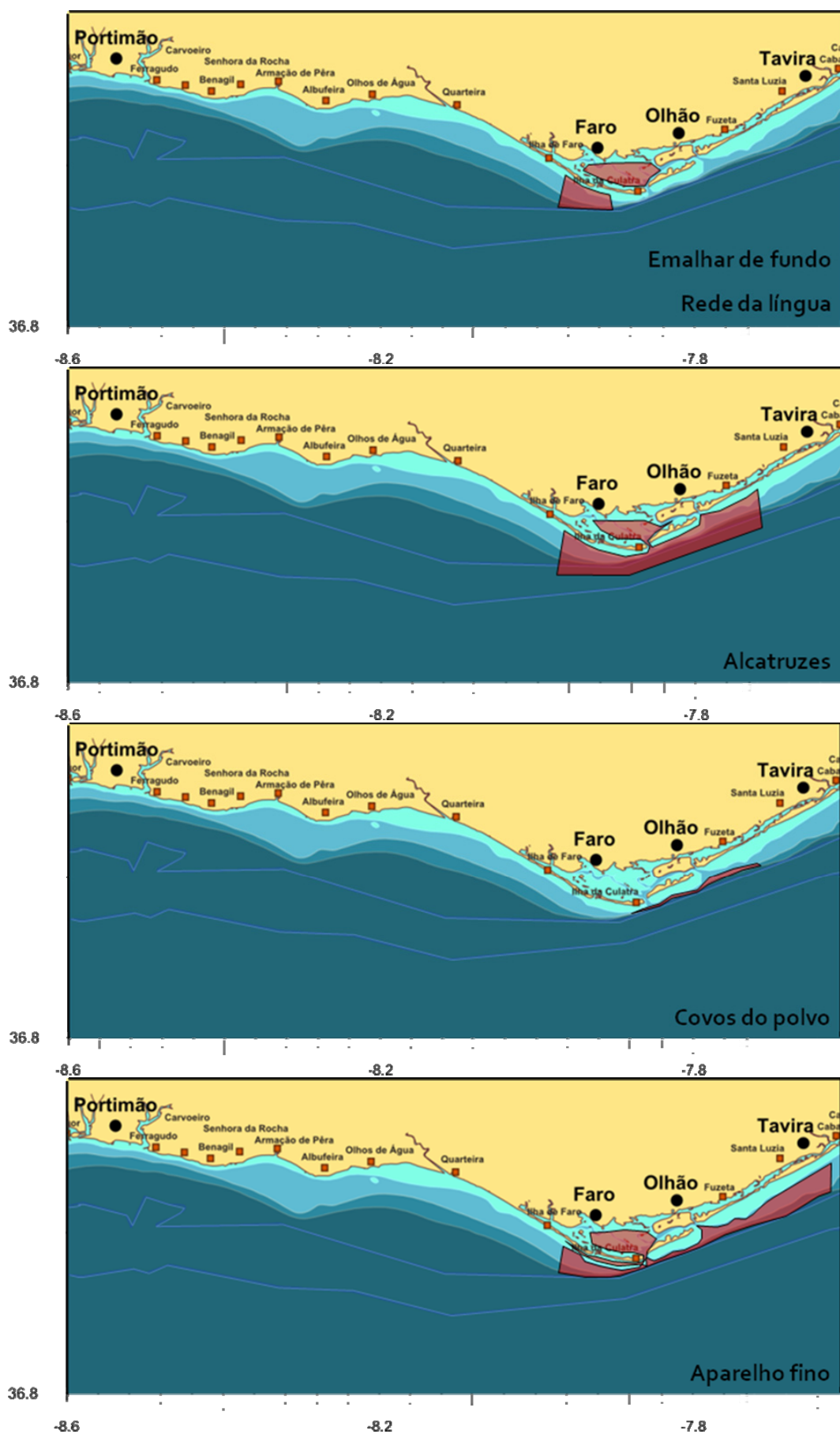
Ilha da Culatra

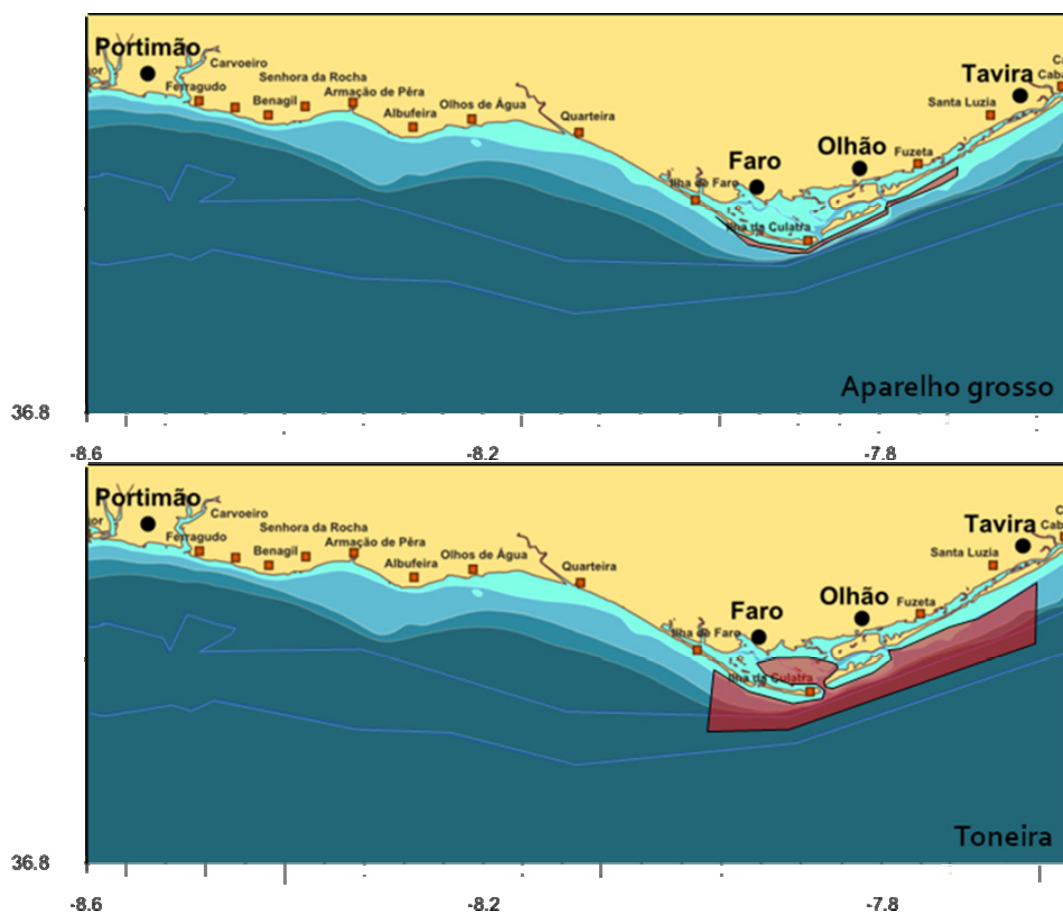
N.º de inquéritos: 40





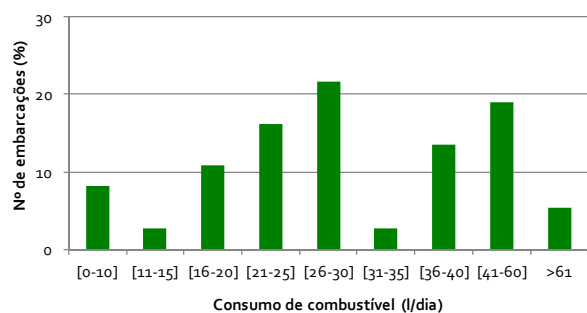
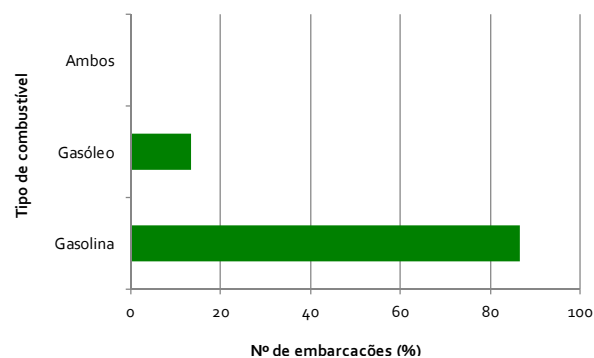
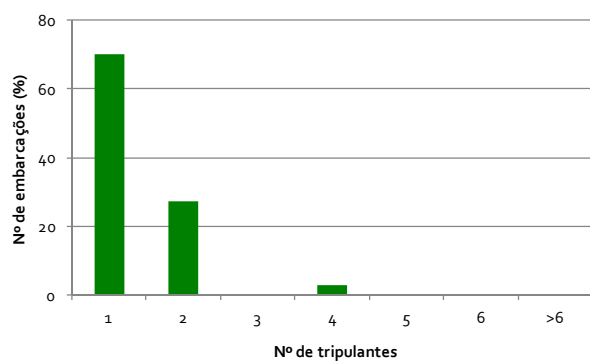
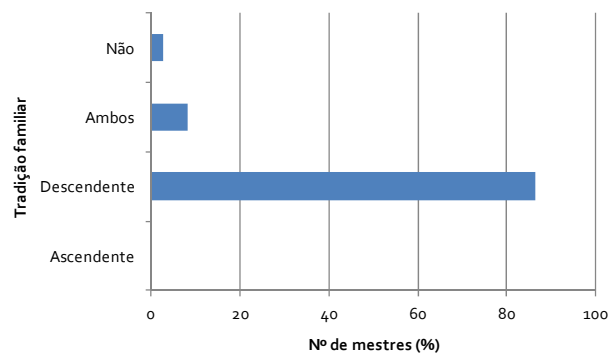
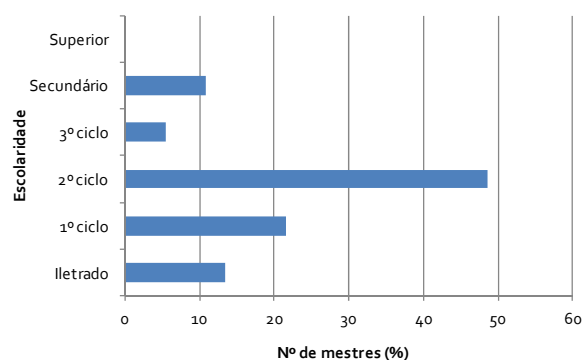
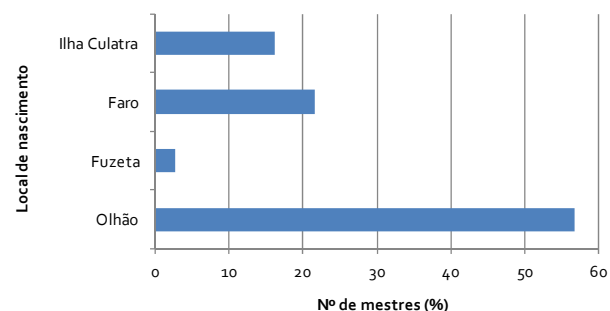
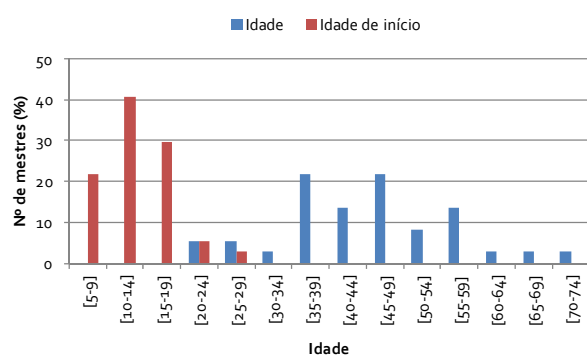
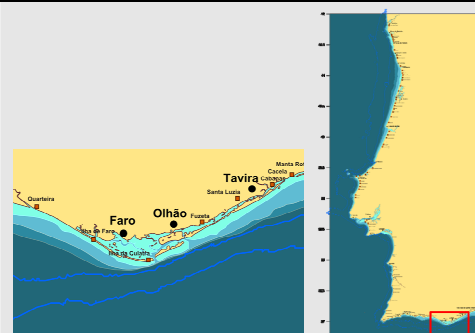


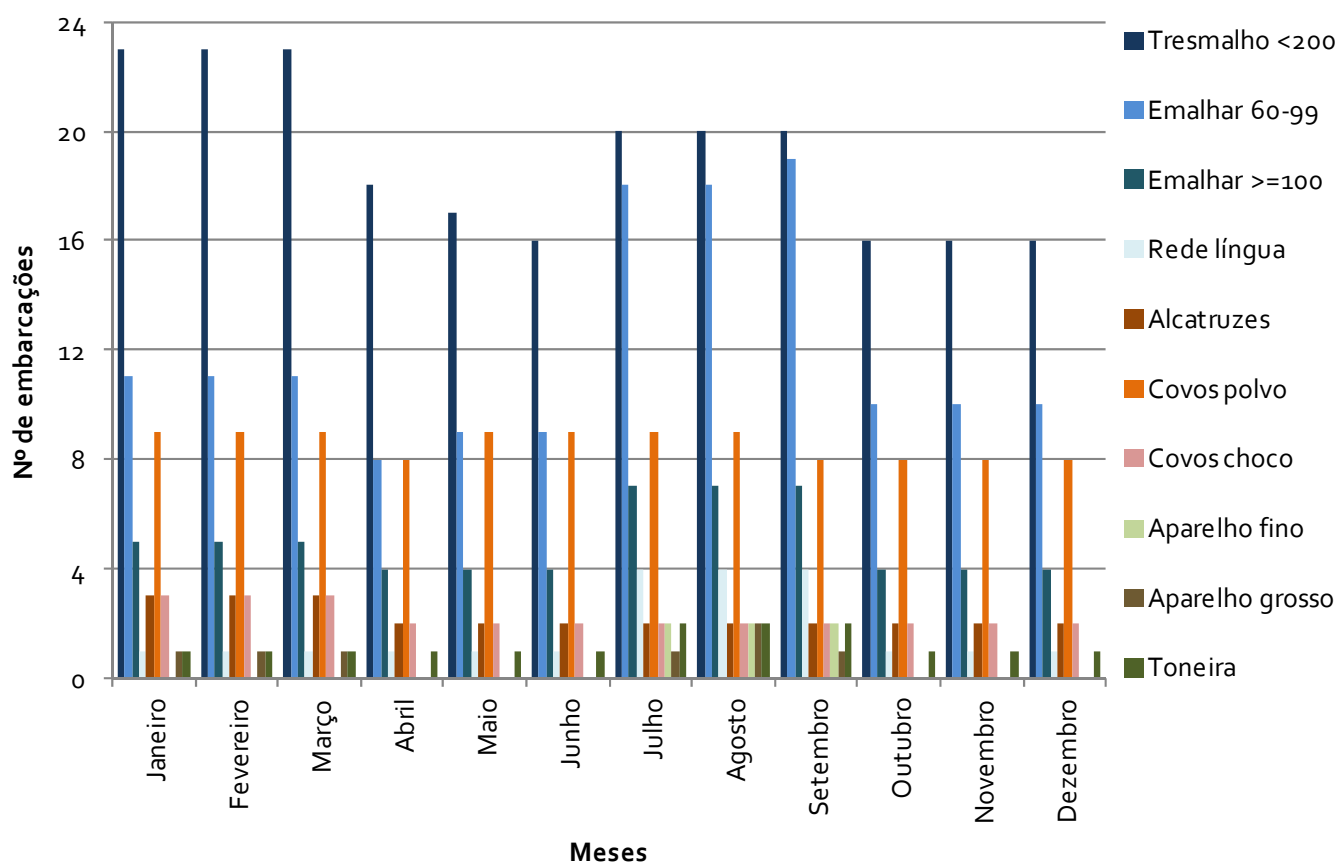
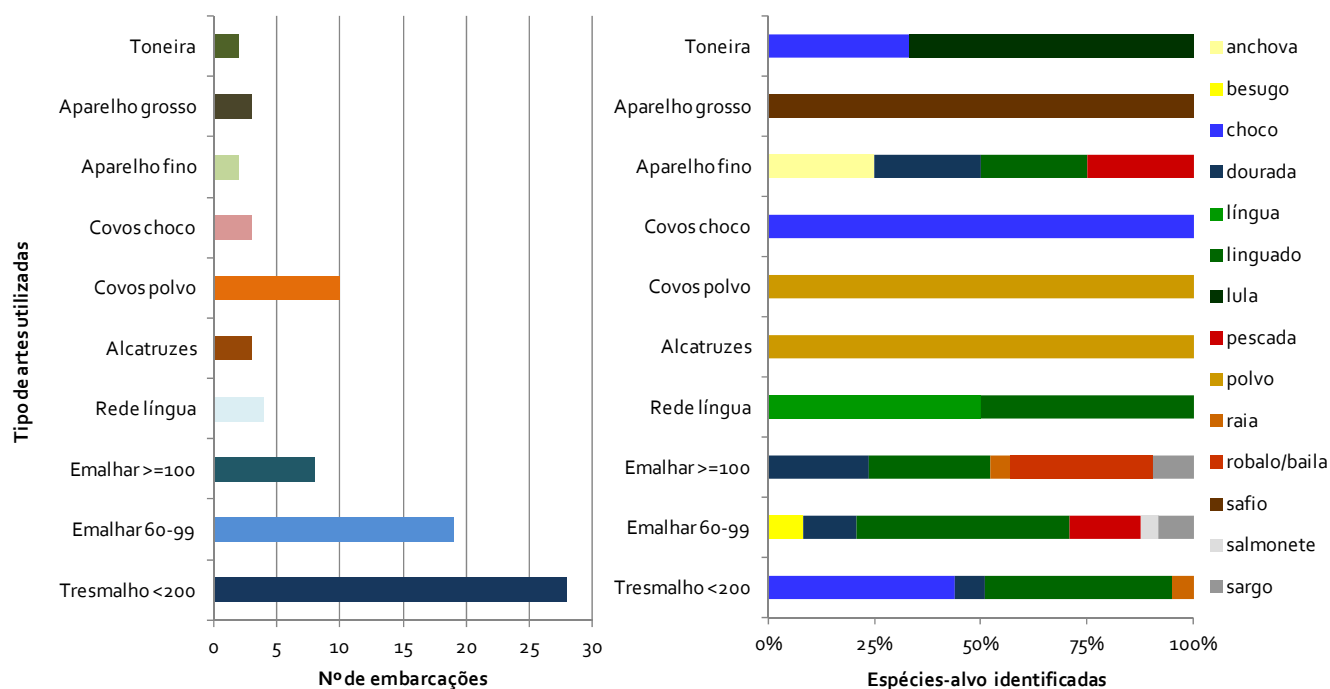


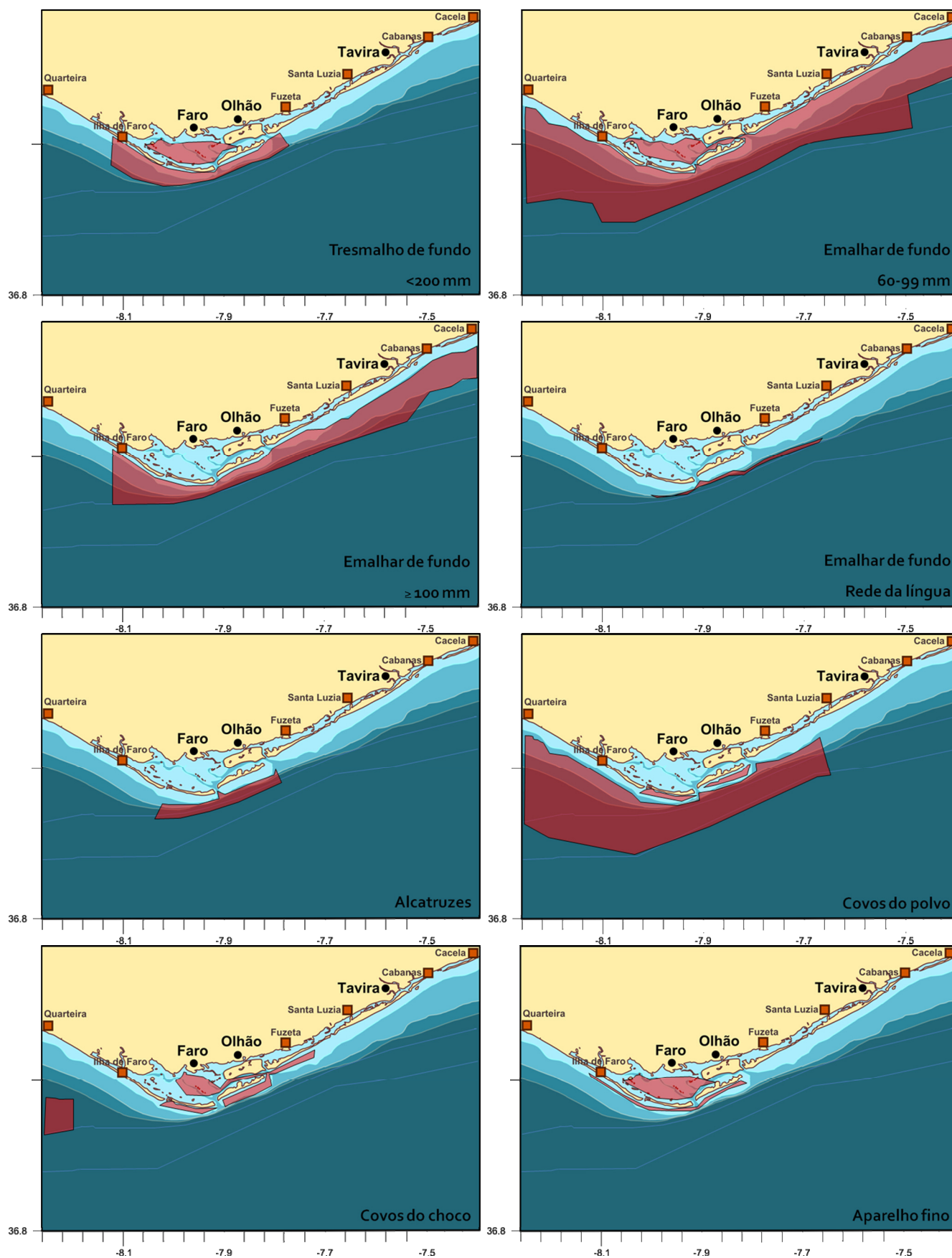


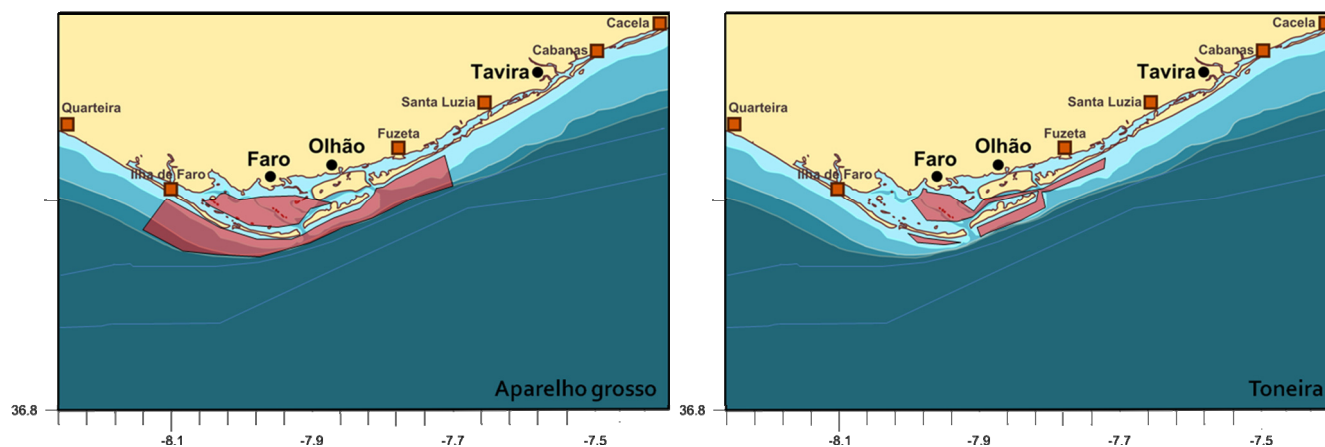
Olhão

N.º de inquéritos: 37



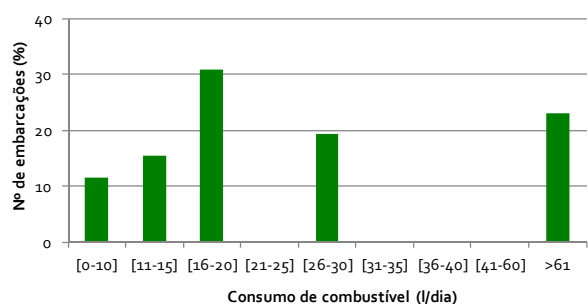
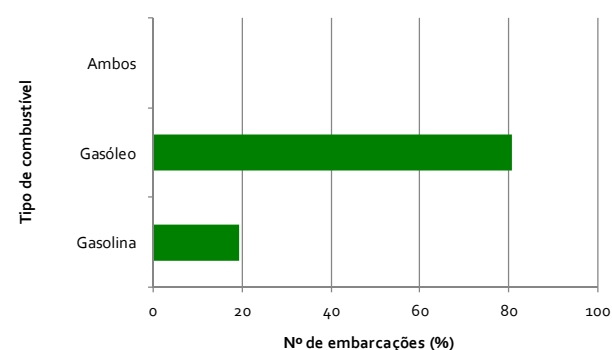
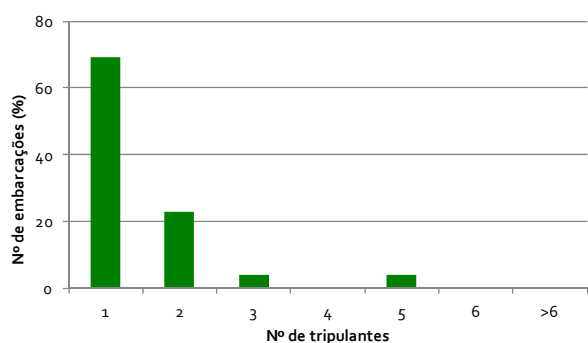
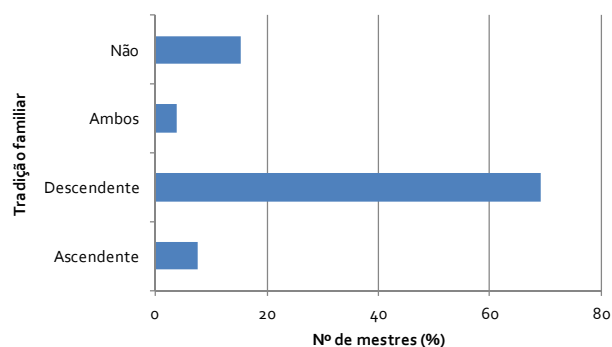
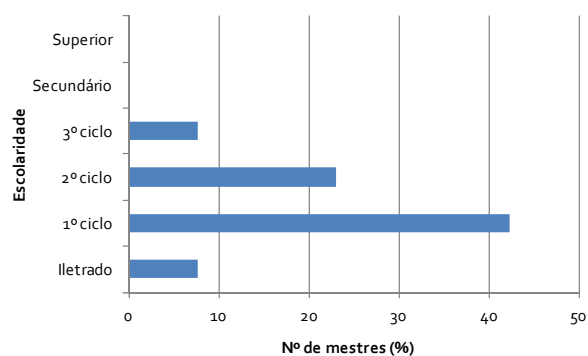
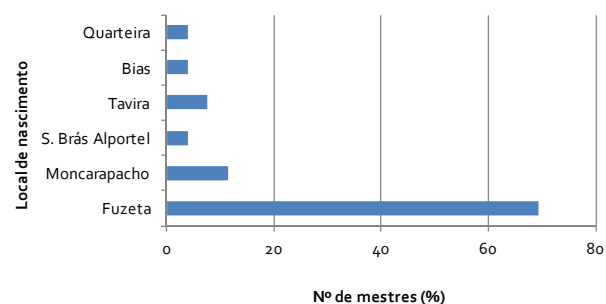
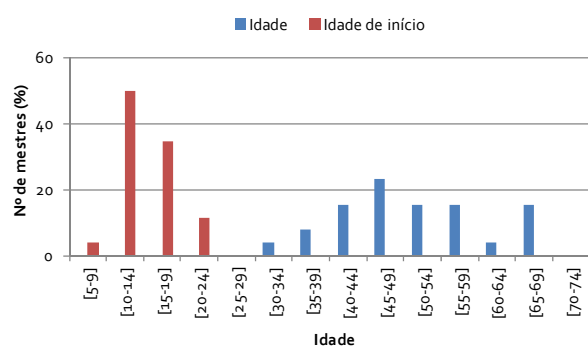
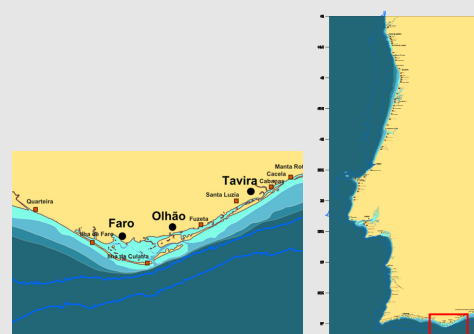


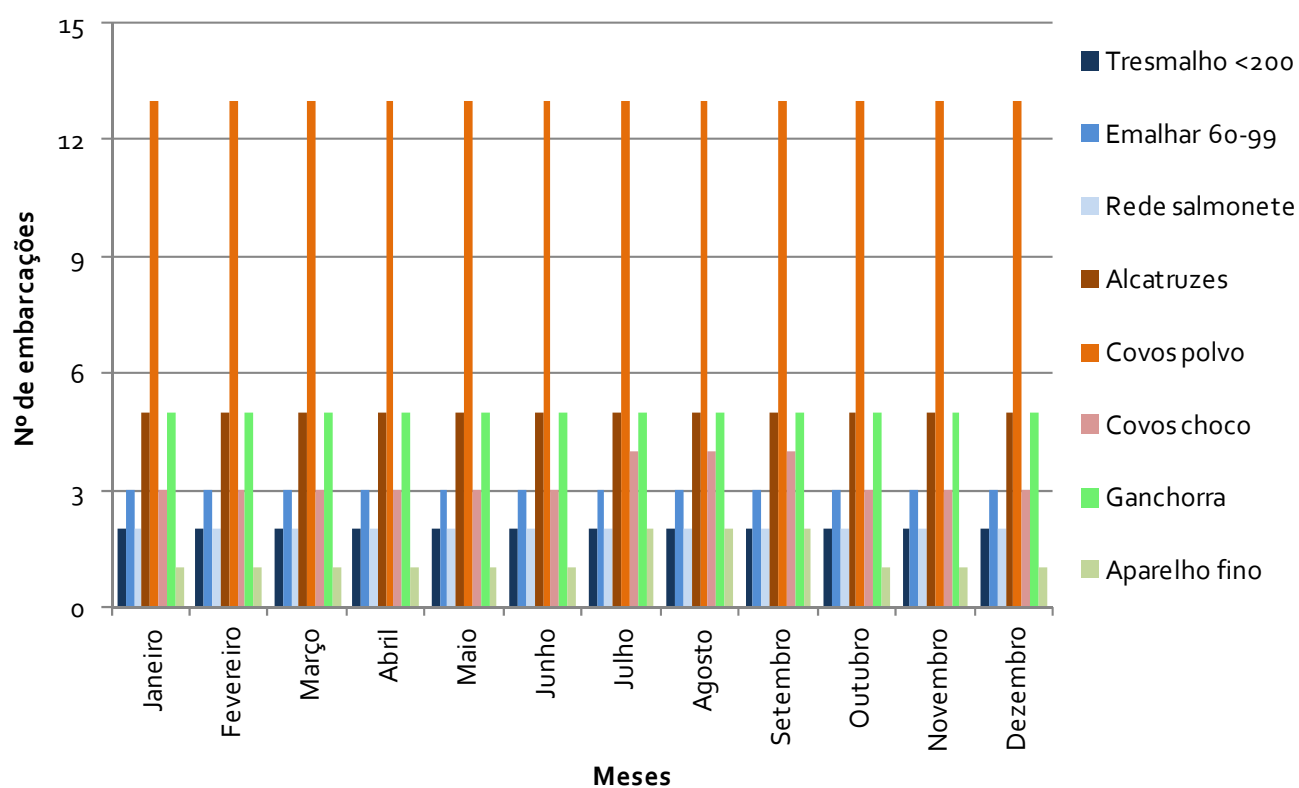
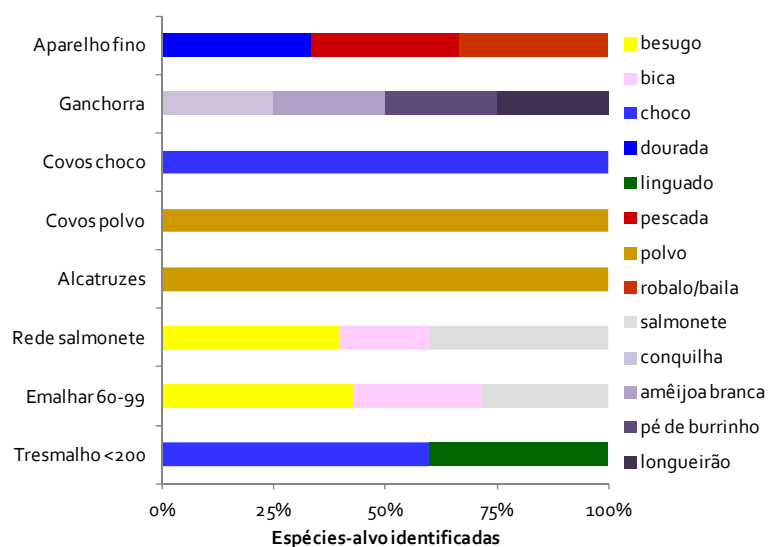
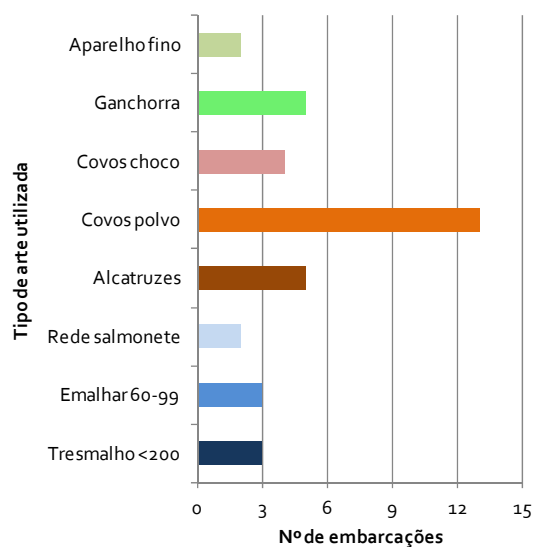


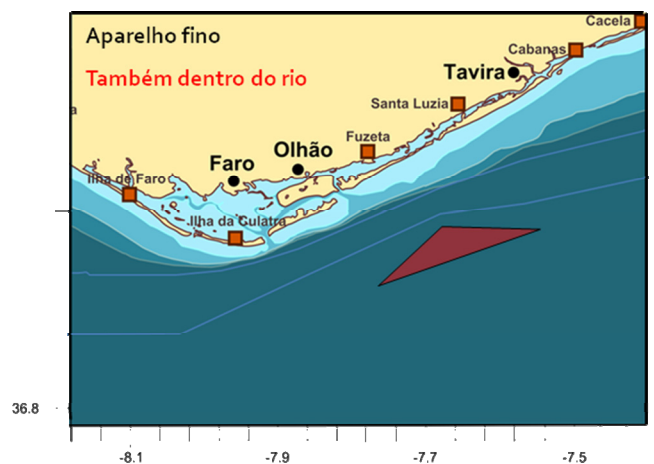
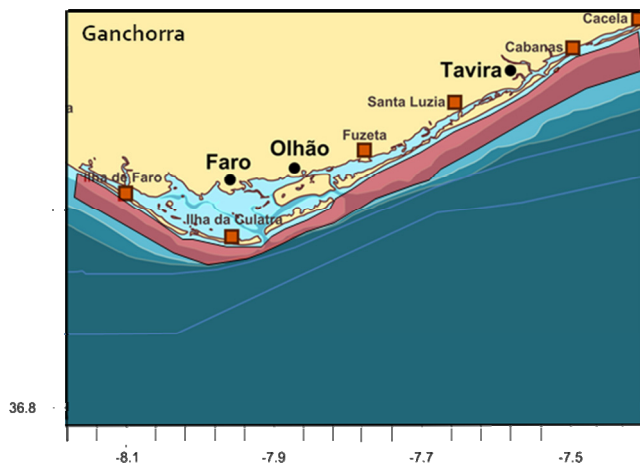
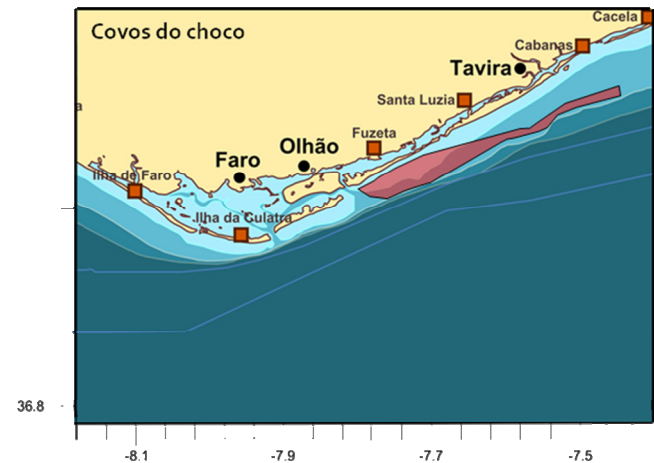
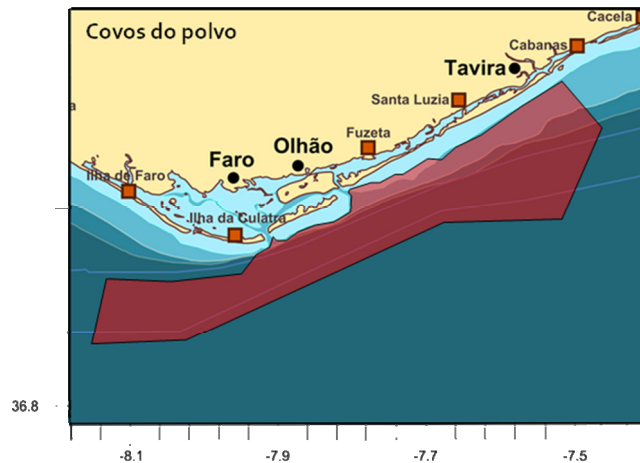
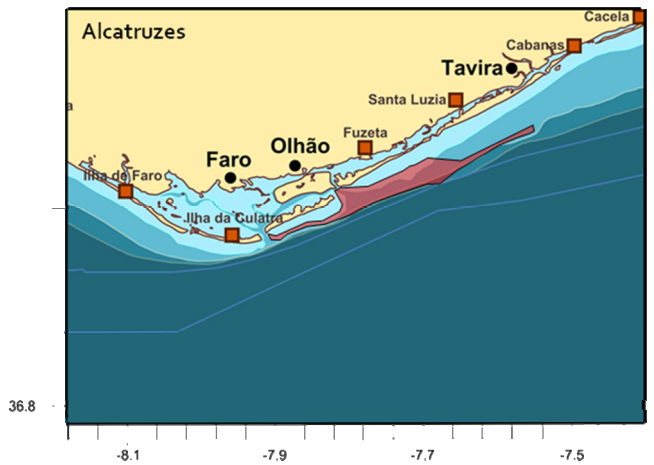
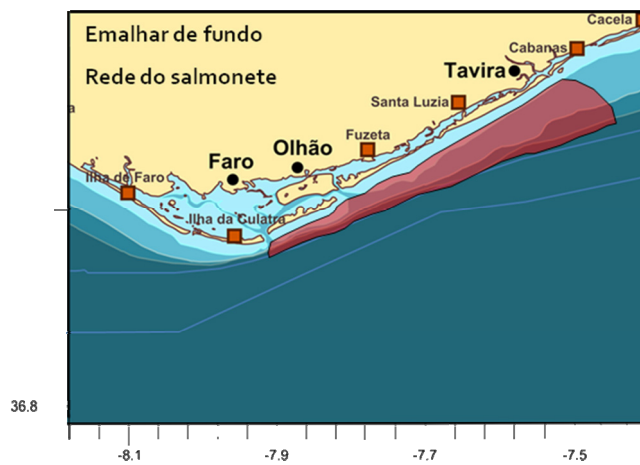
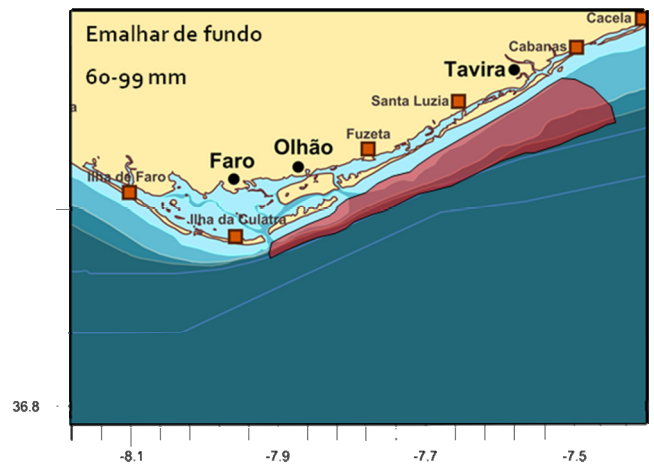
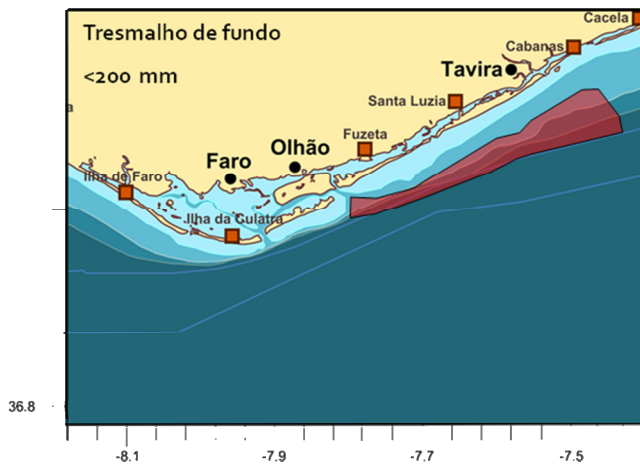


Fuzeta

N.º de inquéritos: 23

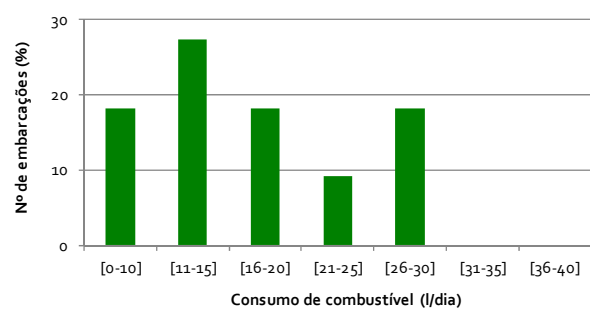
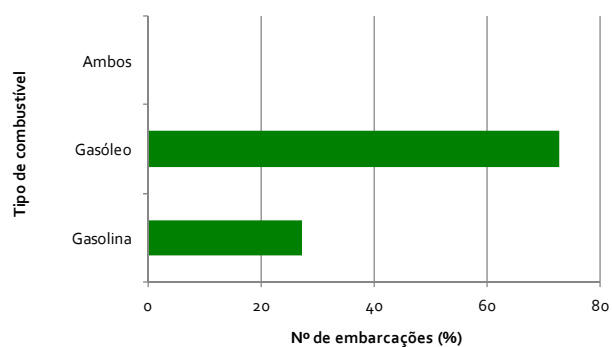
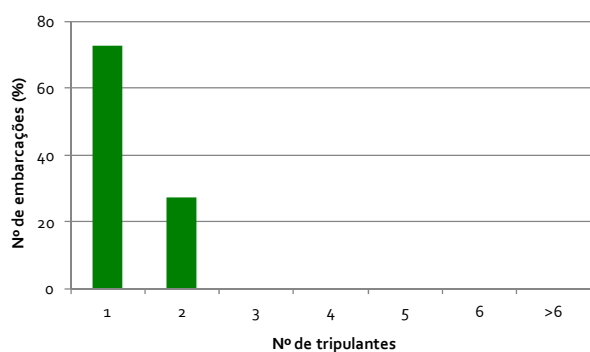
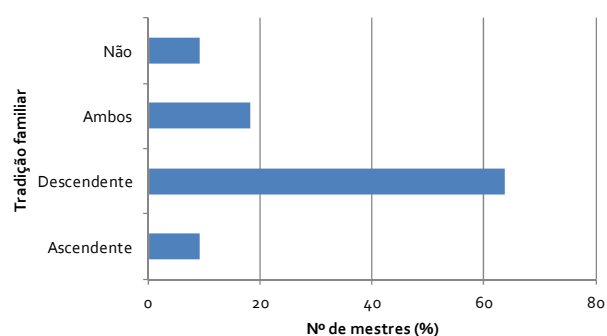
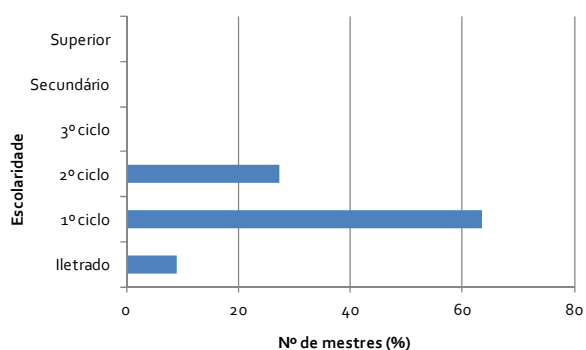
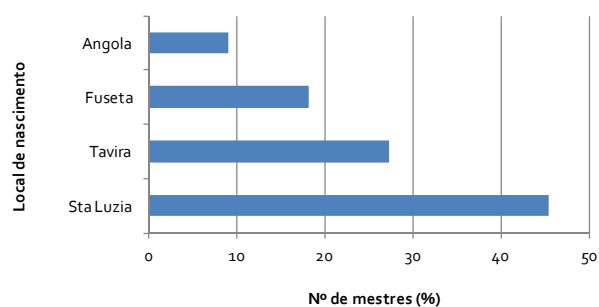
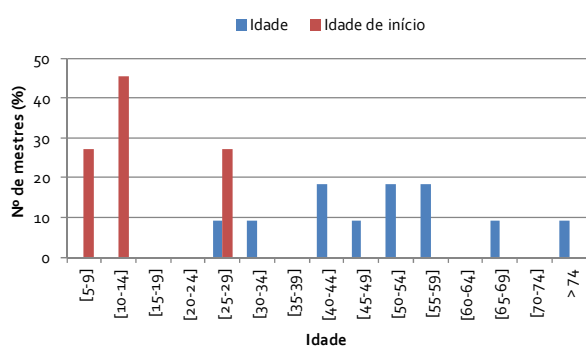
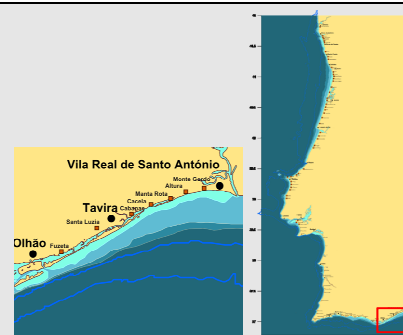


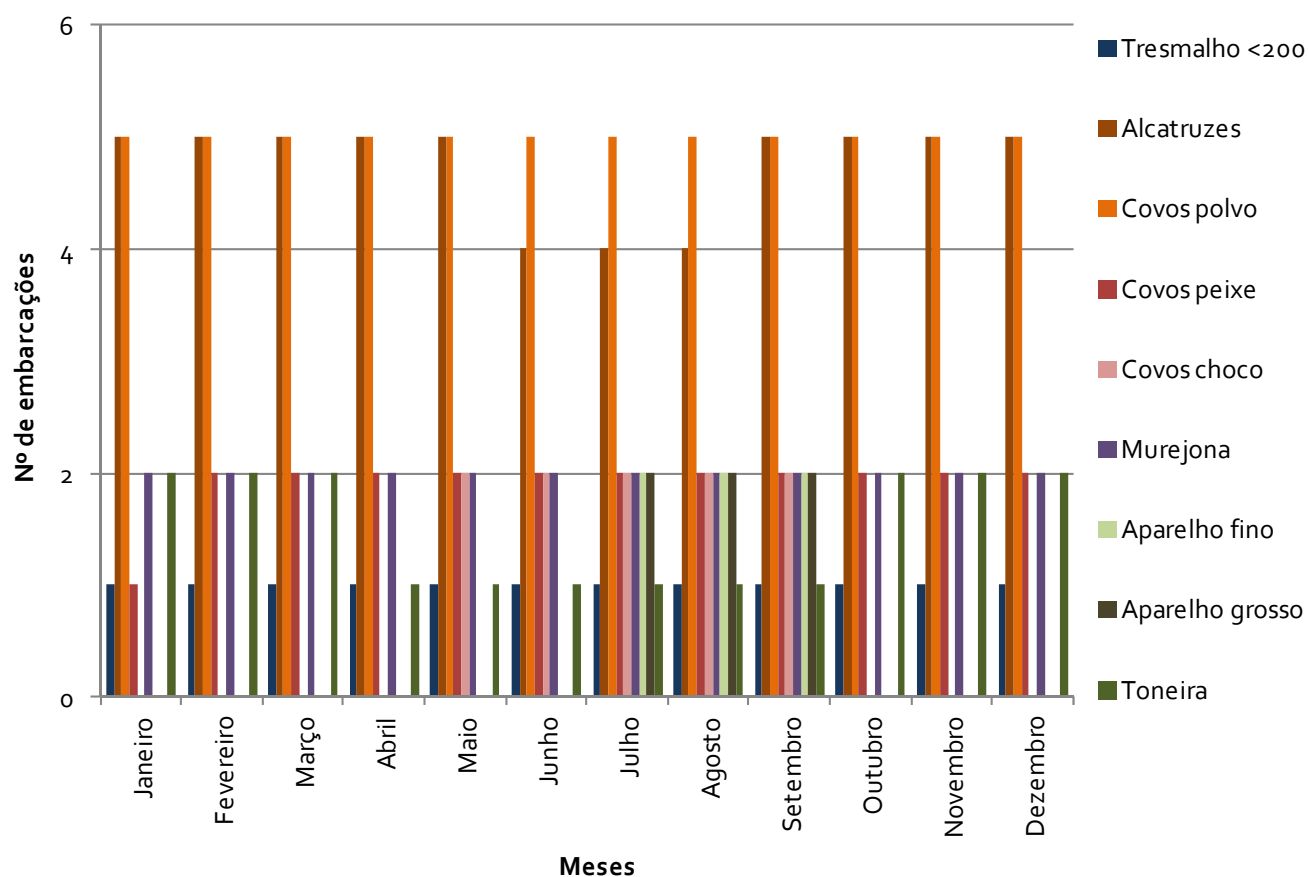
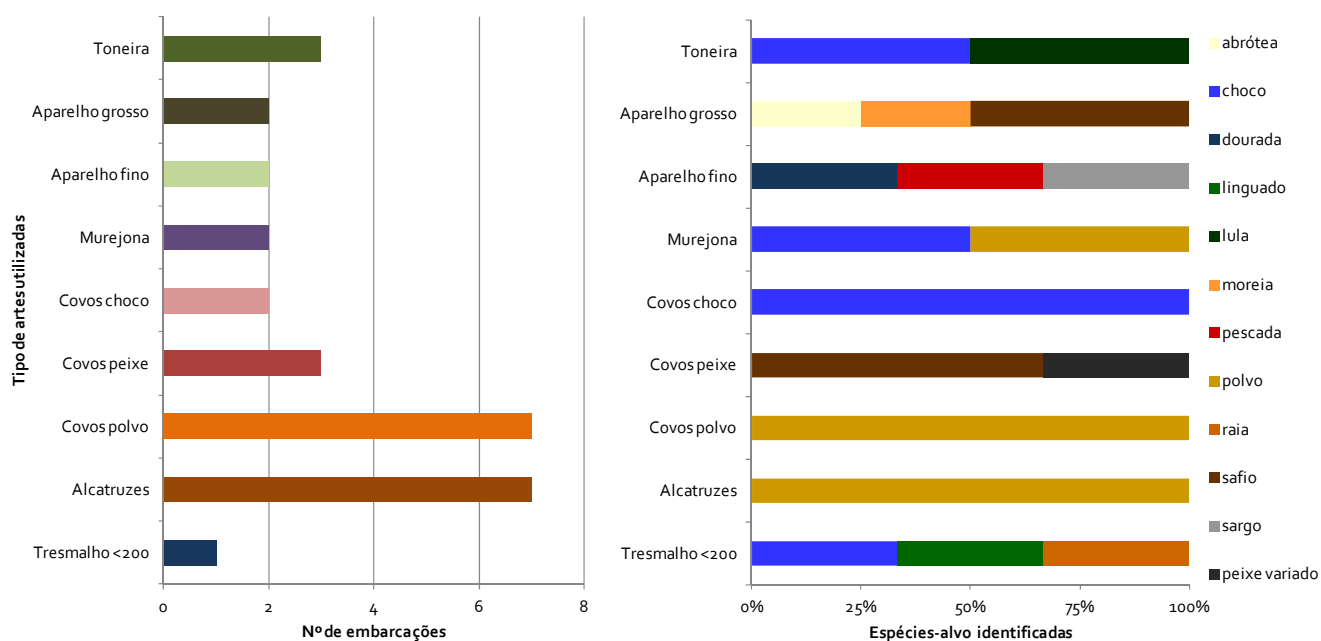


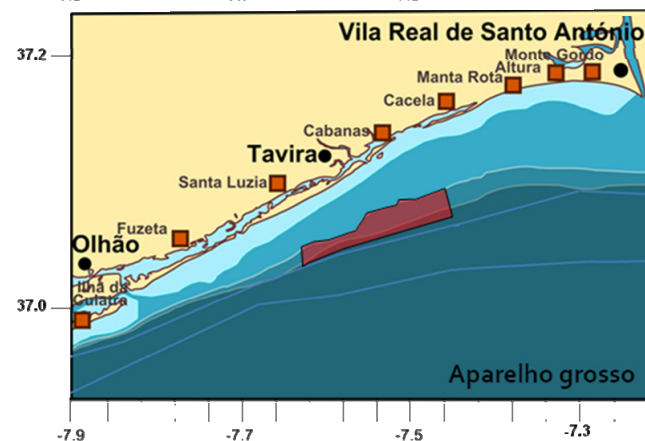
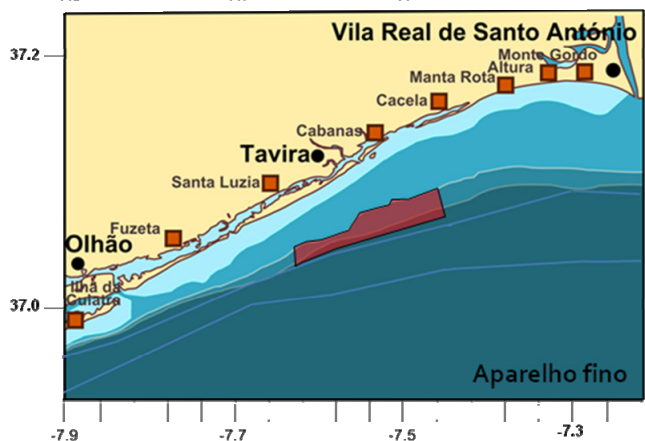
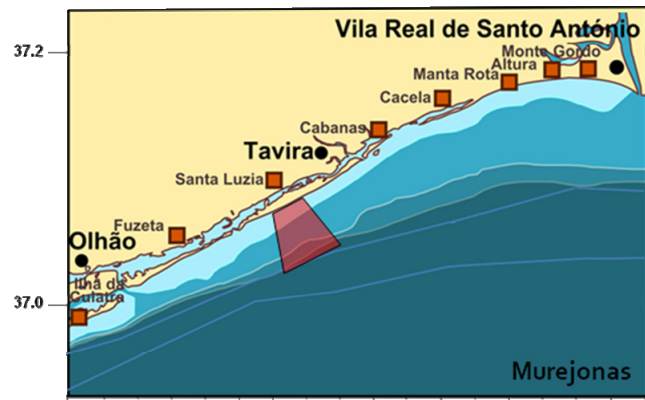
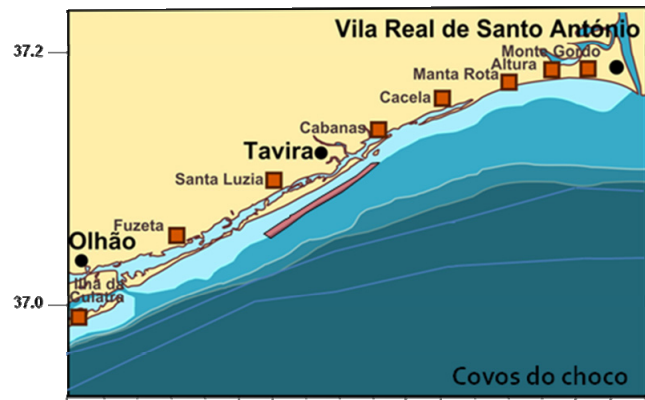
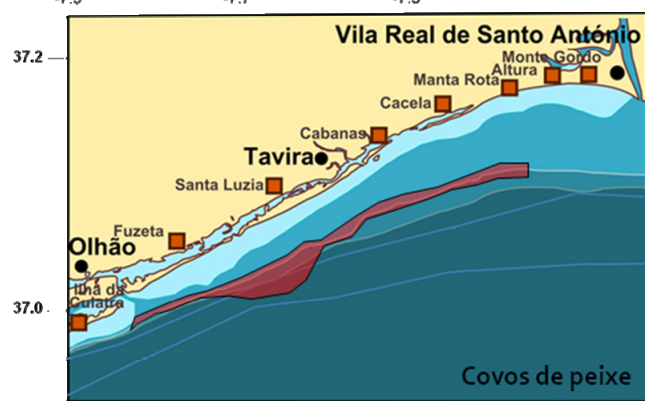
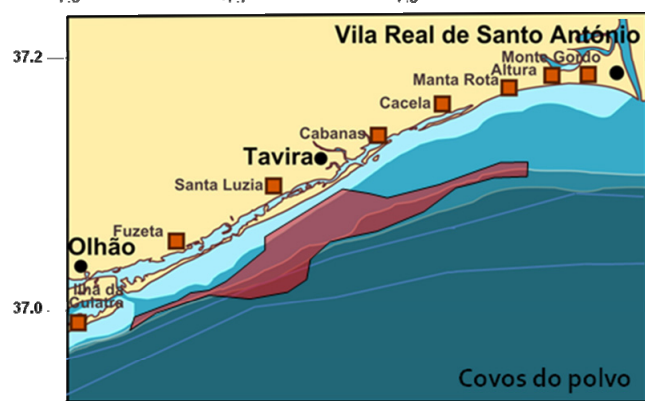
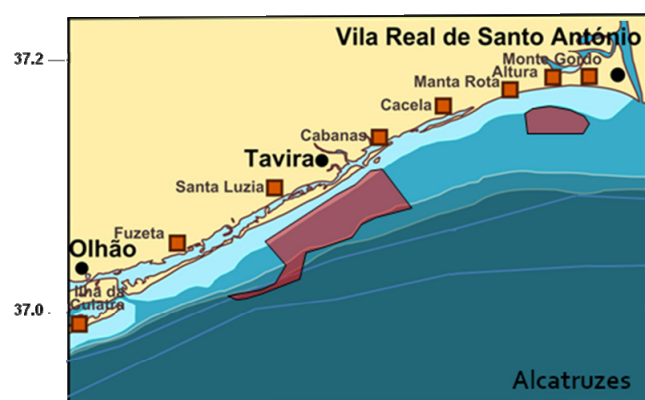
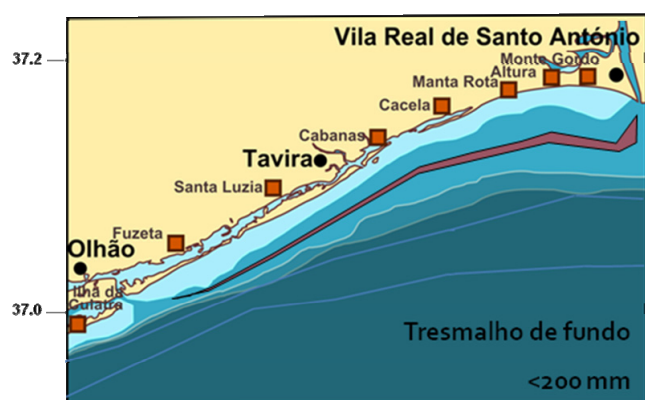


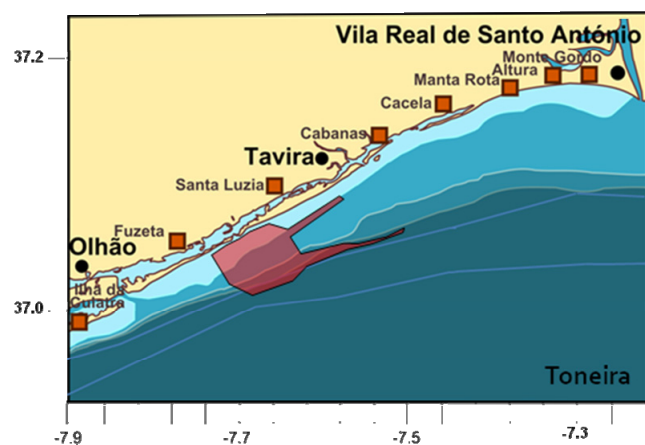
Santa Luzia

N.º de inquéritos: 11



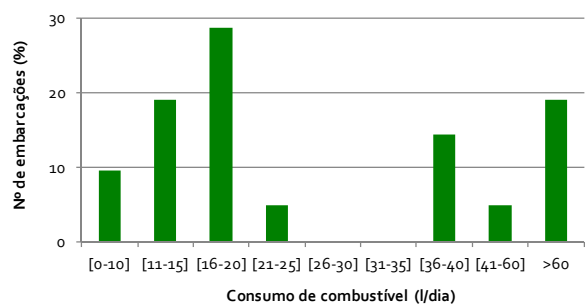
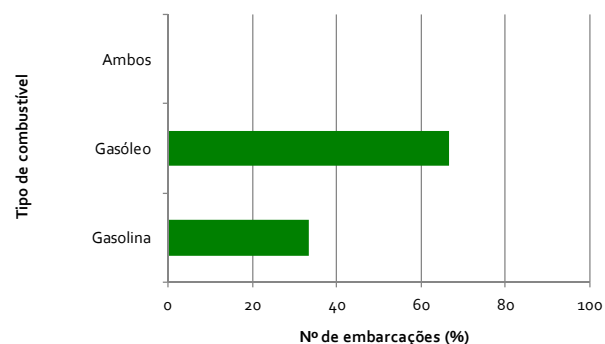
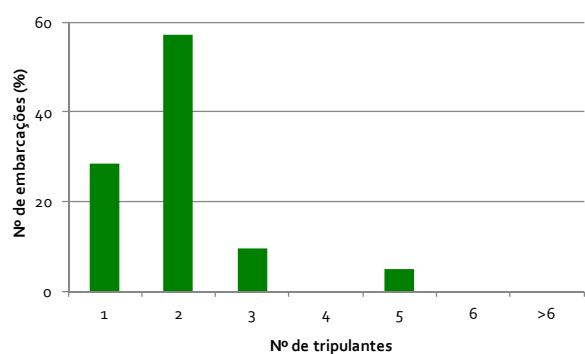
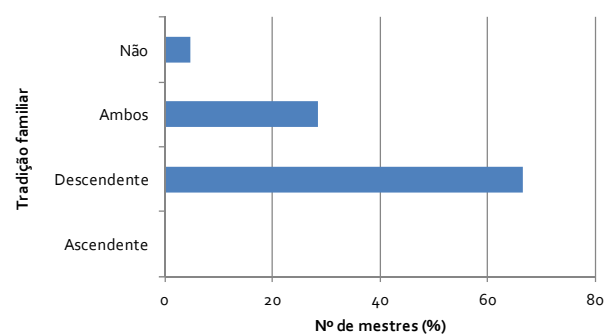
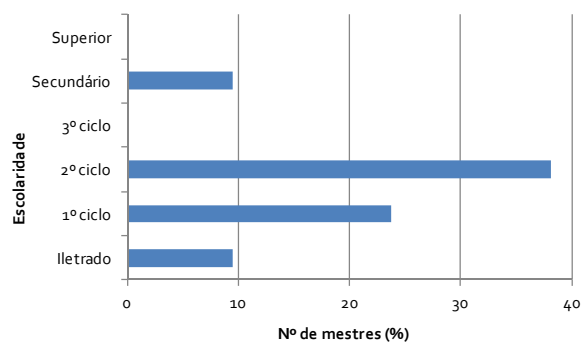
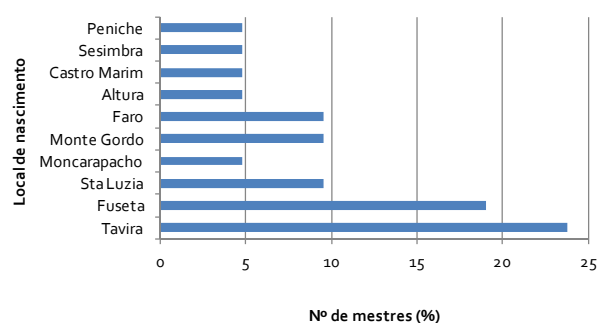
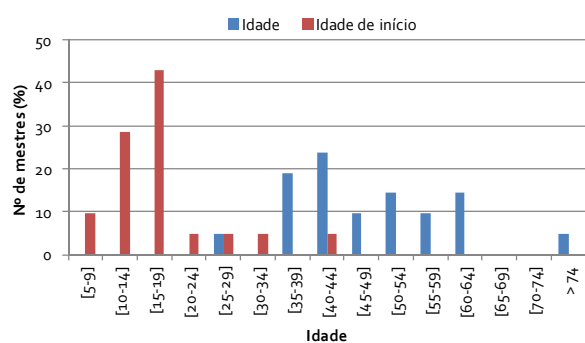
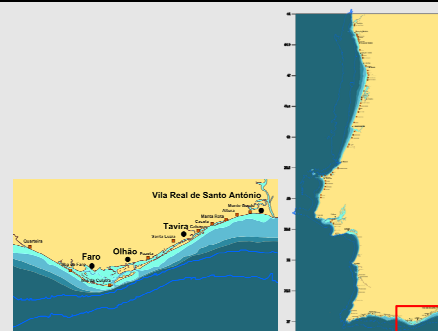


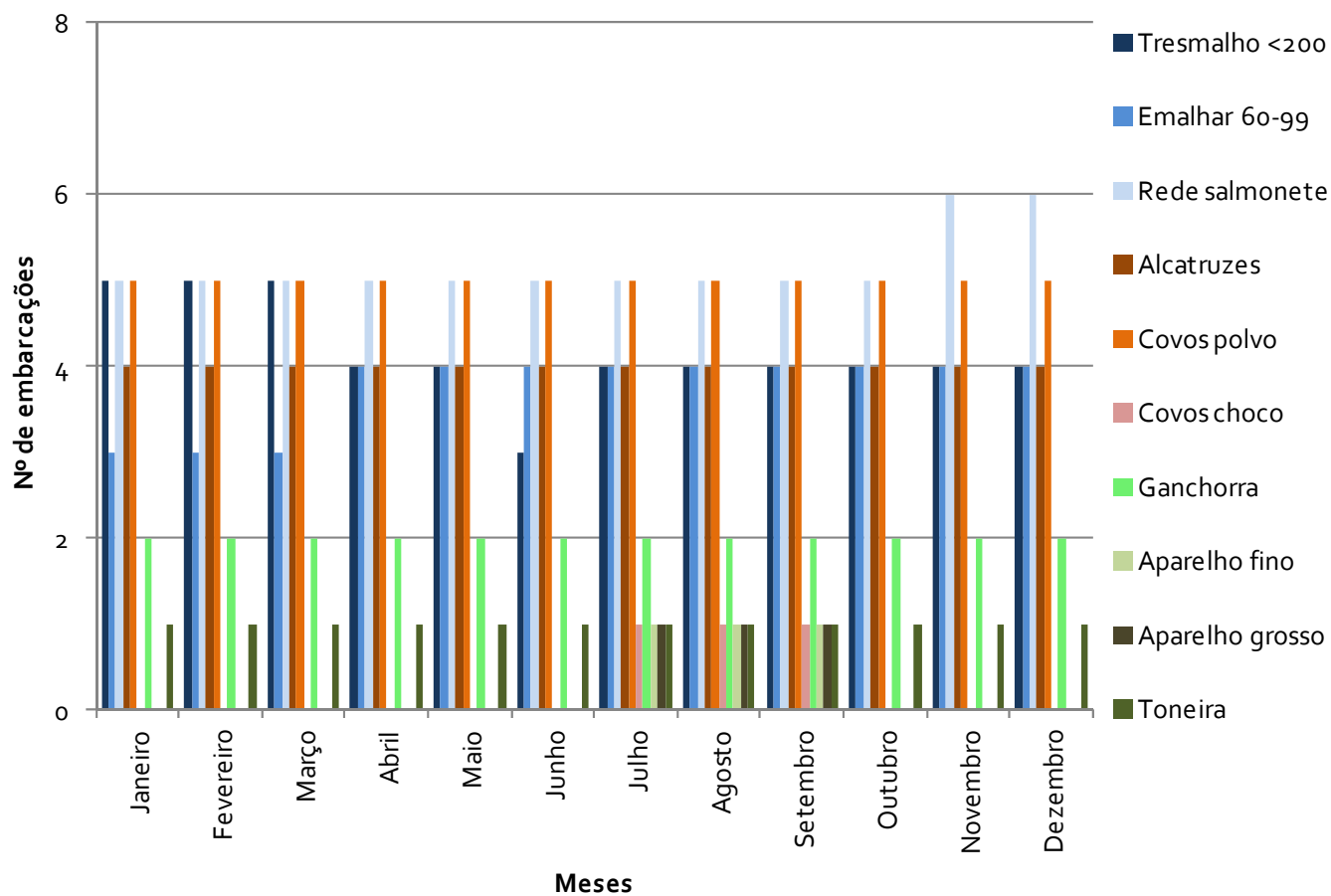
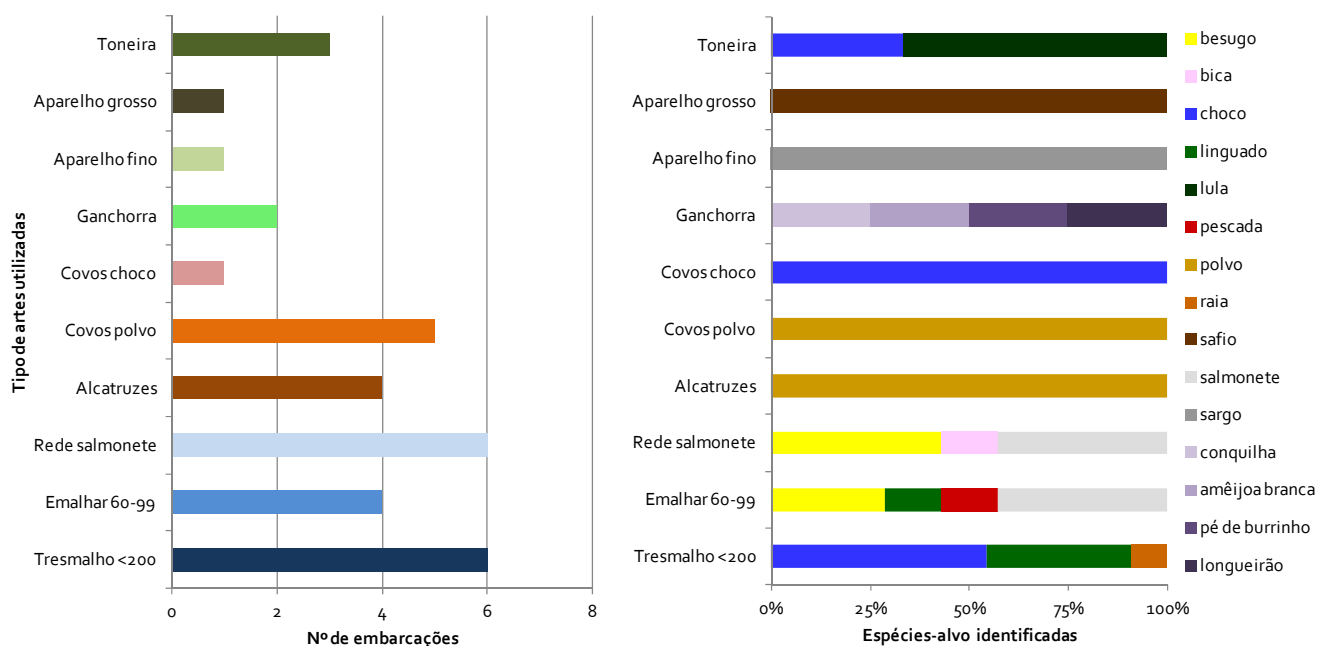


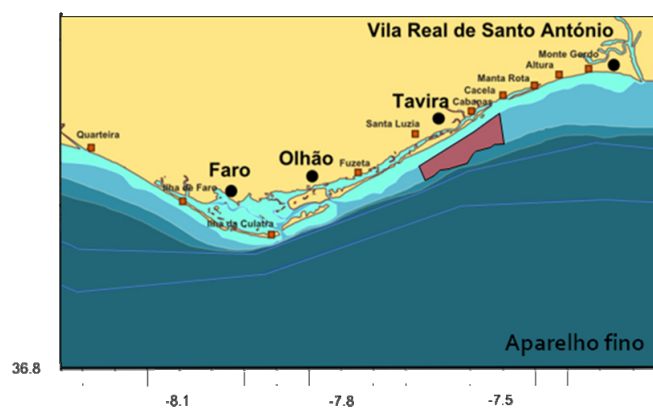
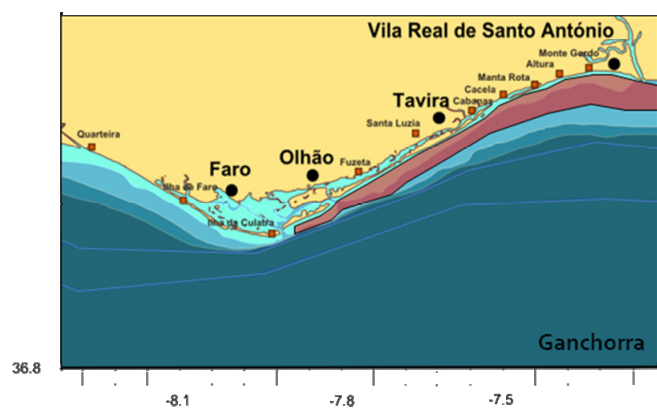
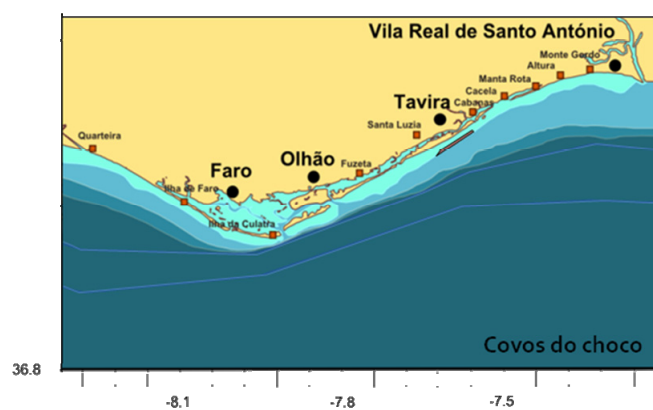
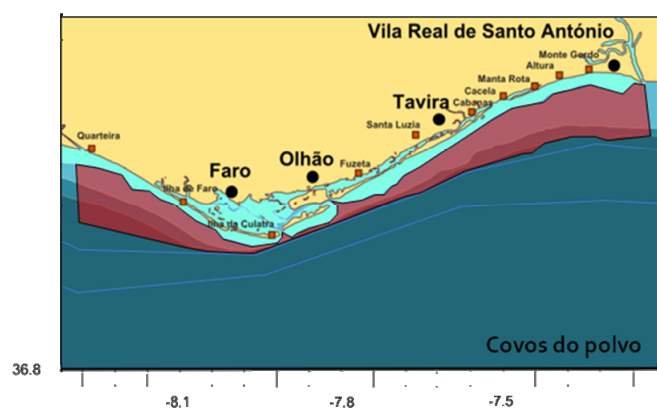
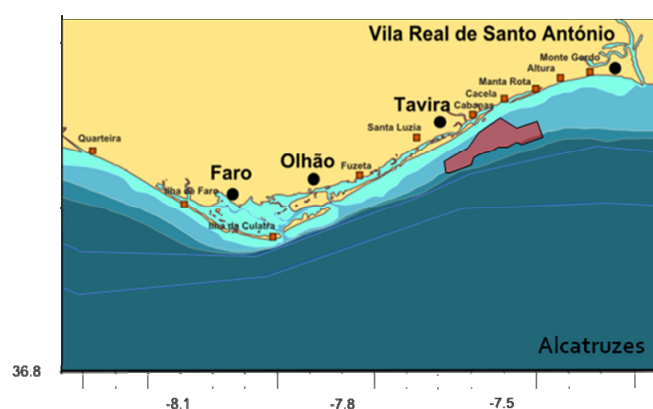
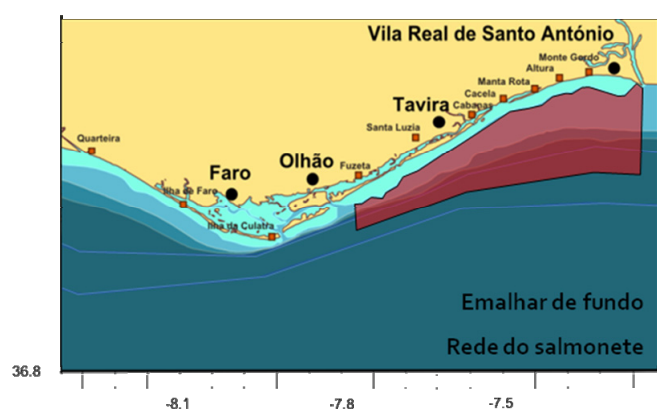
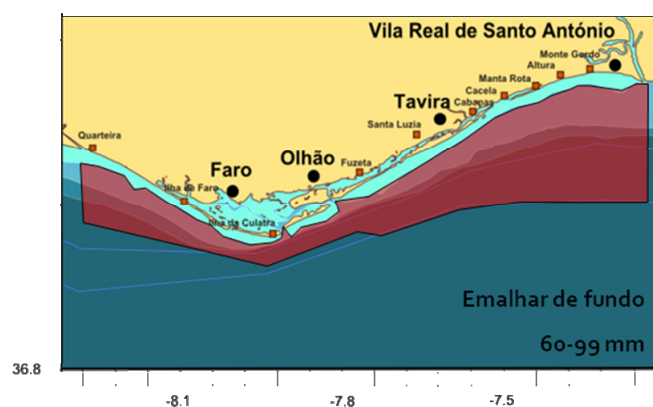
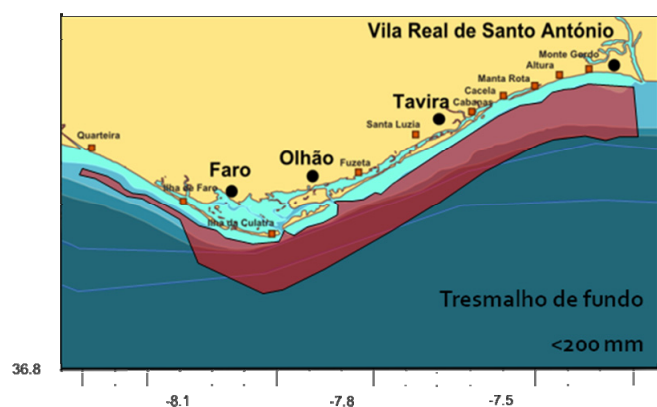


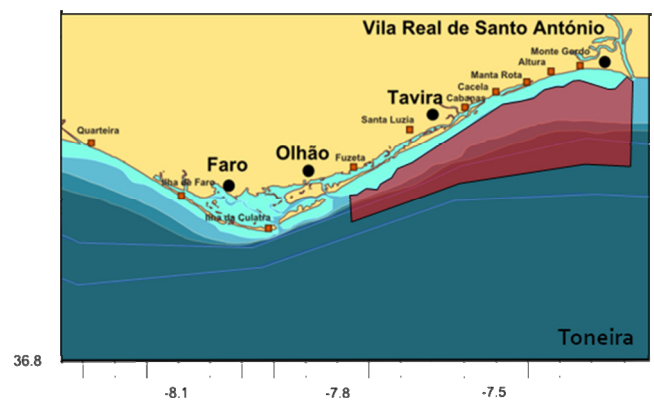
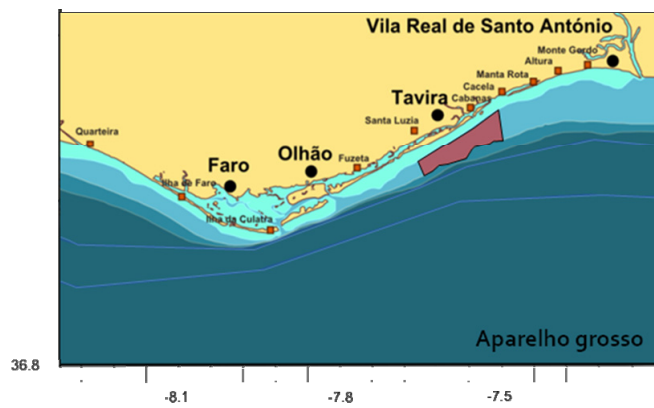
Tavira

N.º de inquéritos: 21



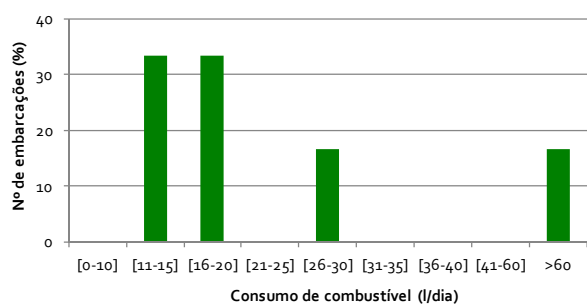
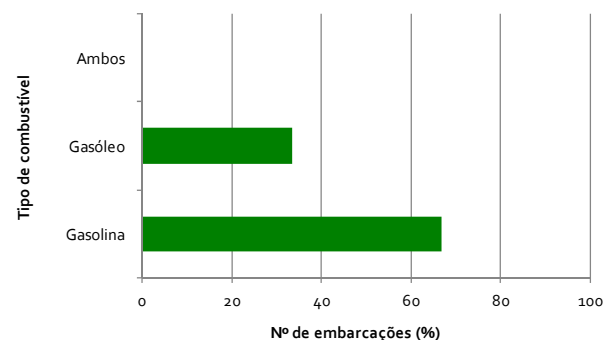
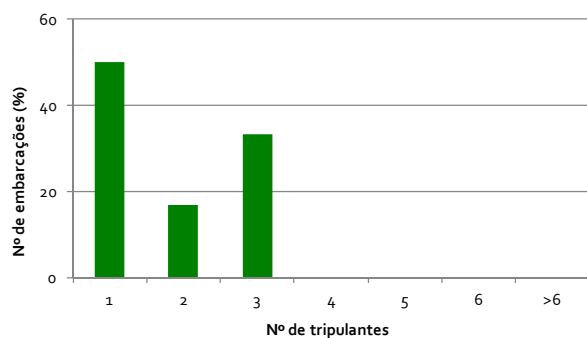
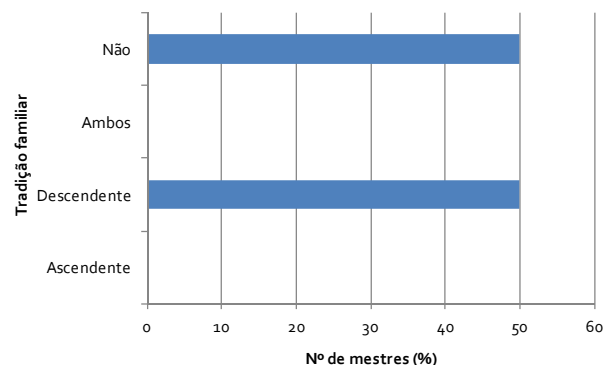
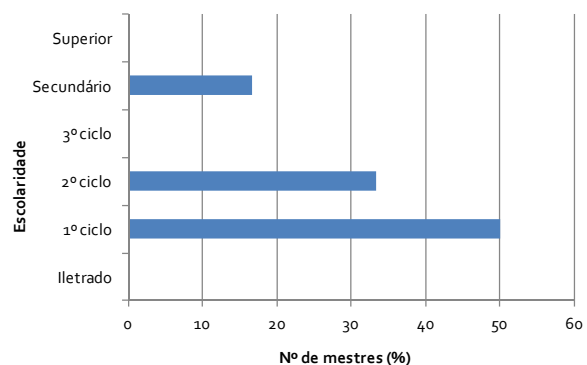
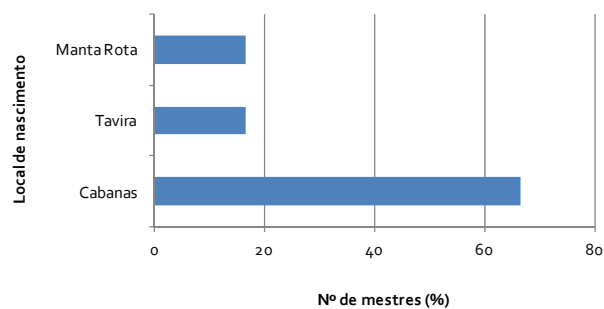
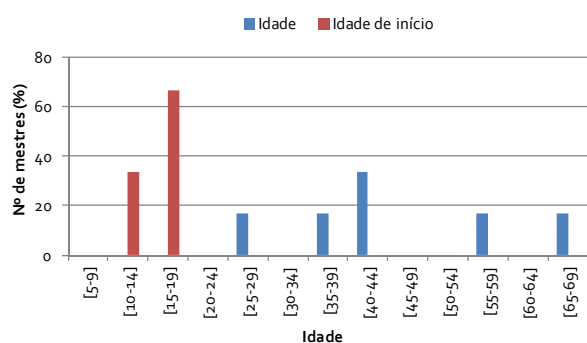
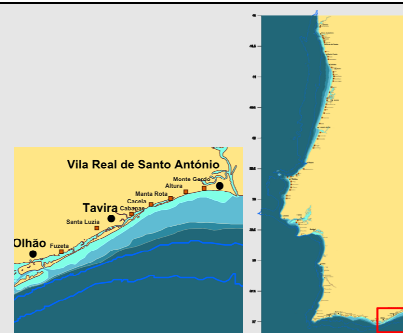


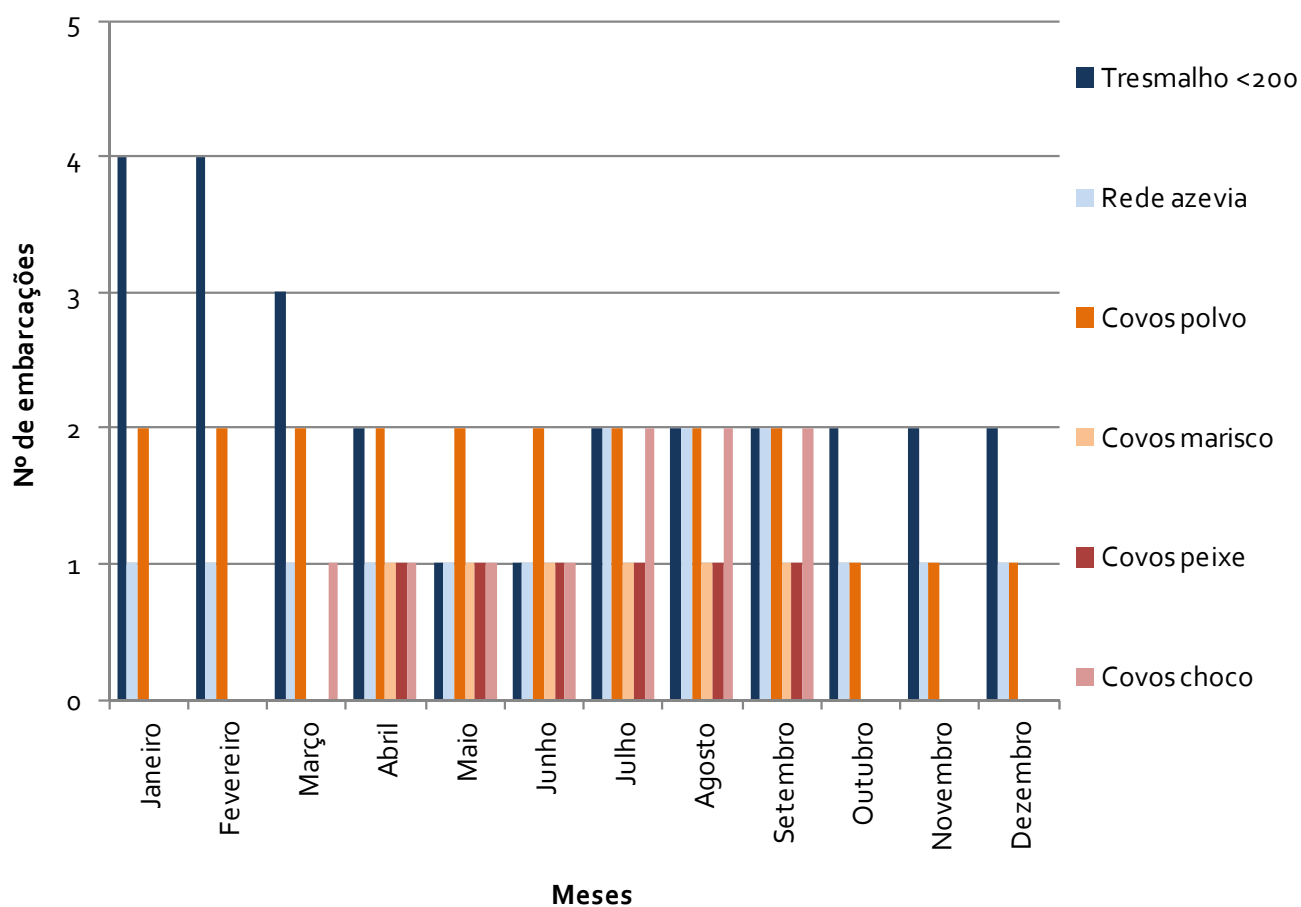
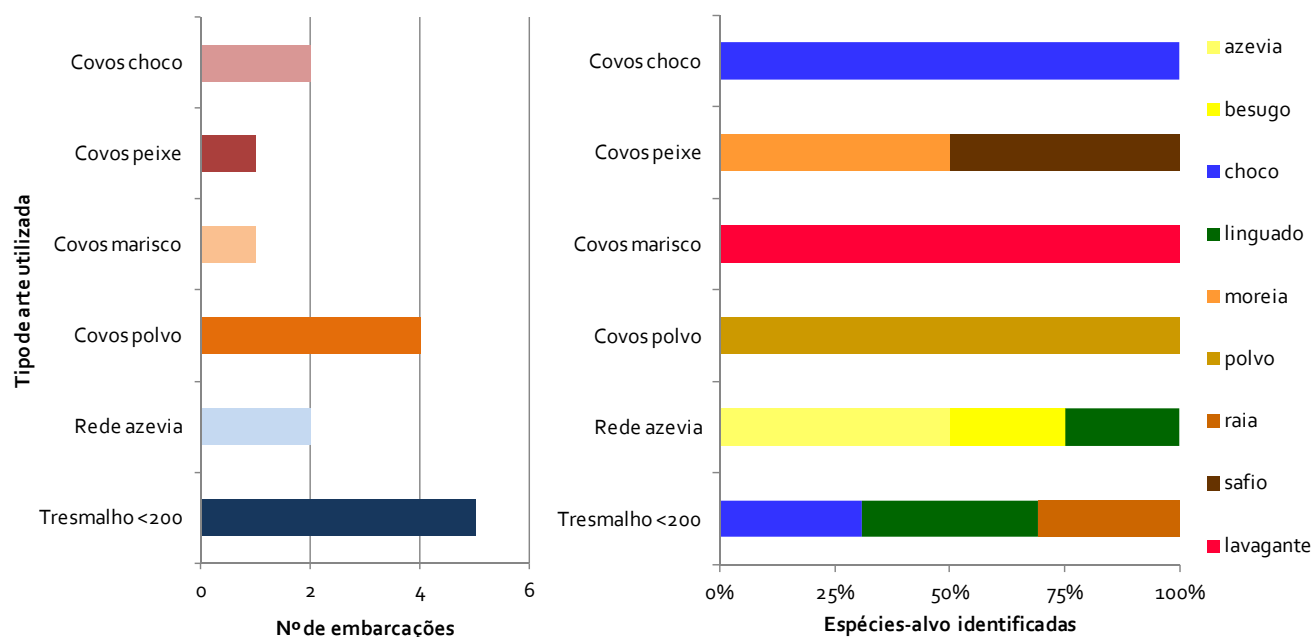


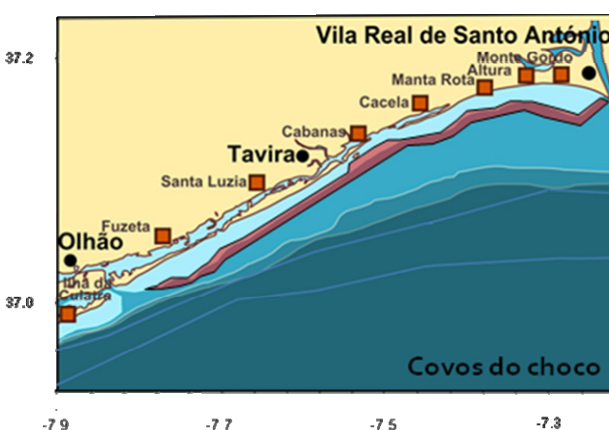
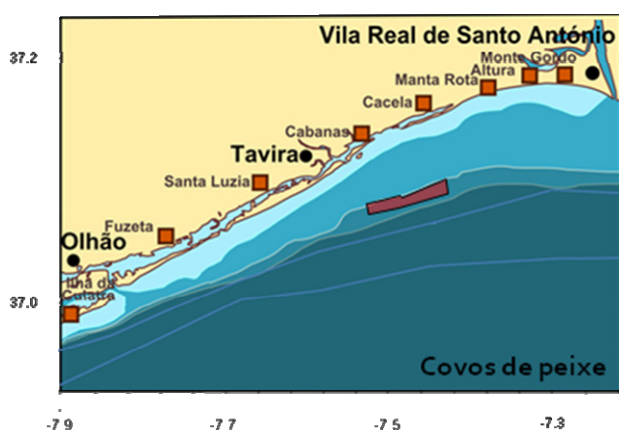
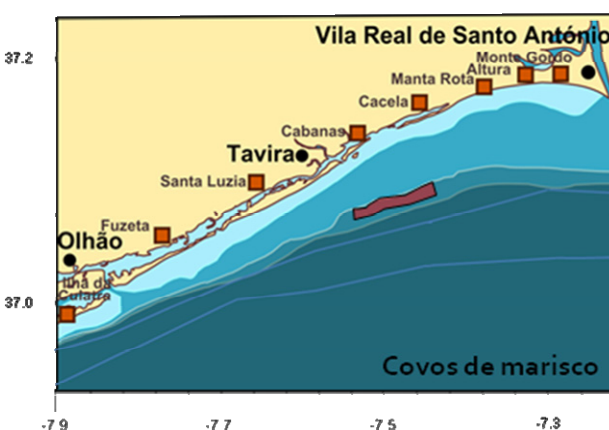
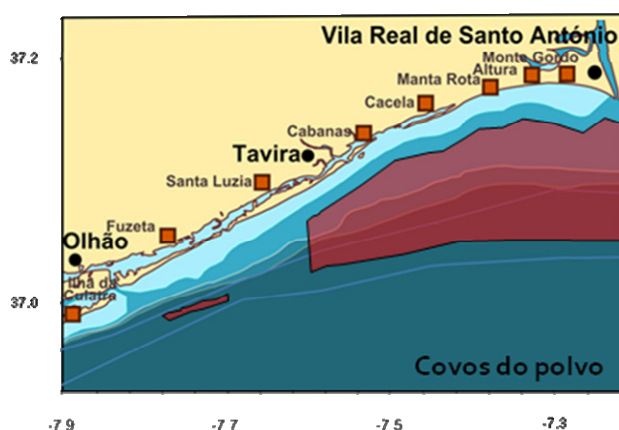
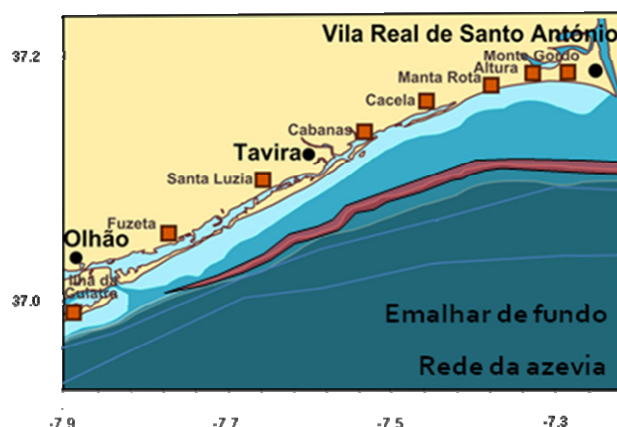
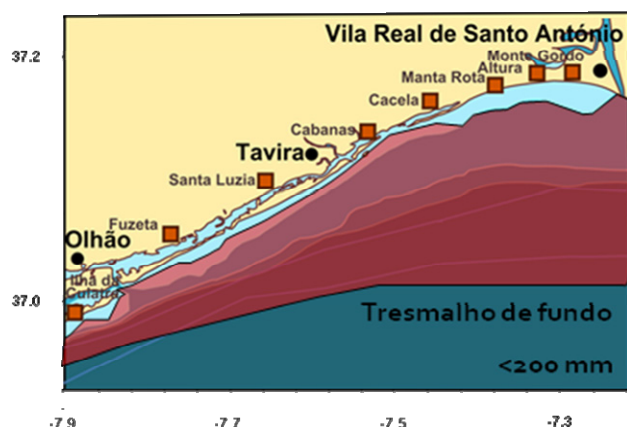


Cabanas de Tavira

N.º de inquéritos: 6

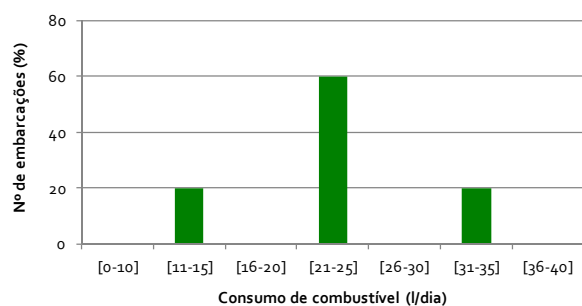
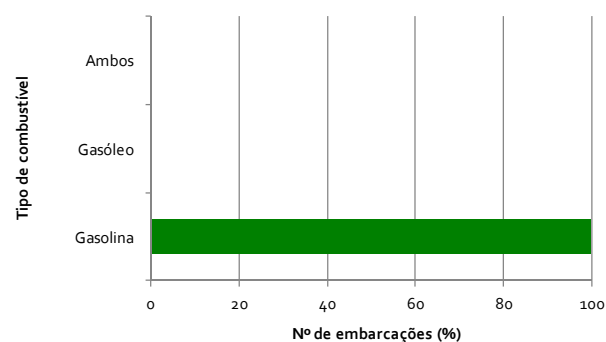
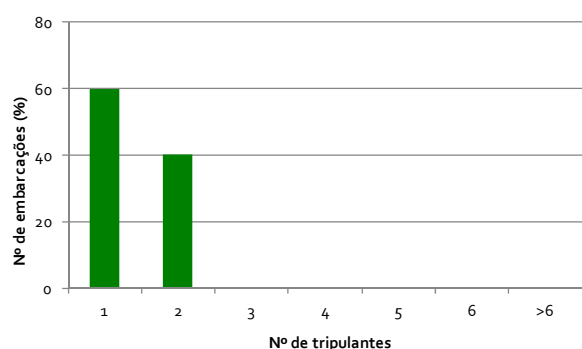
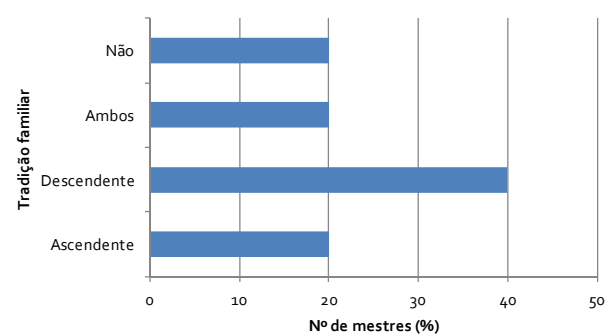
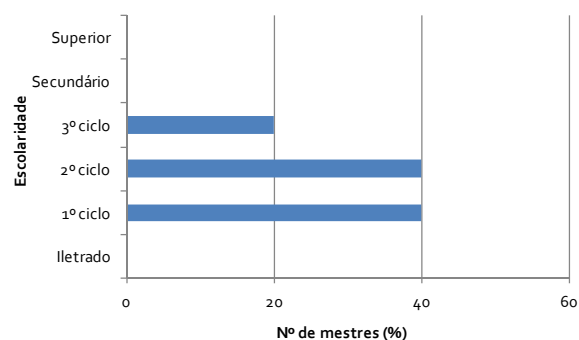
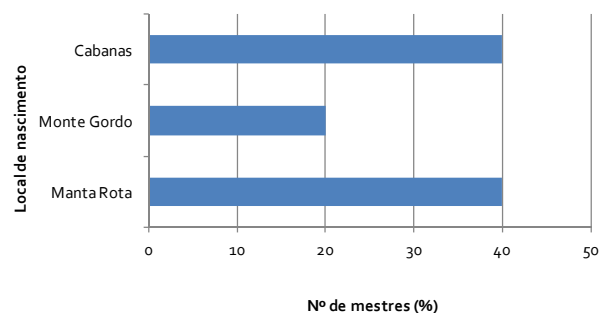
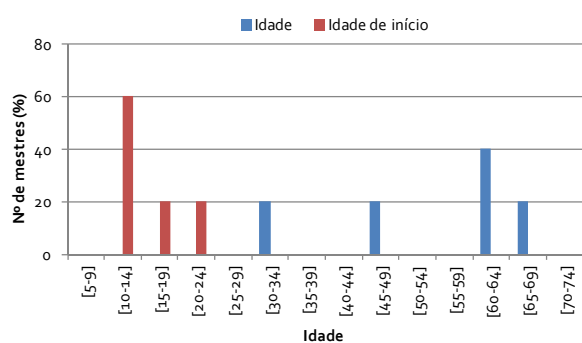
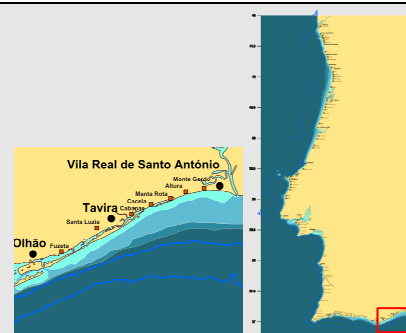


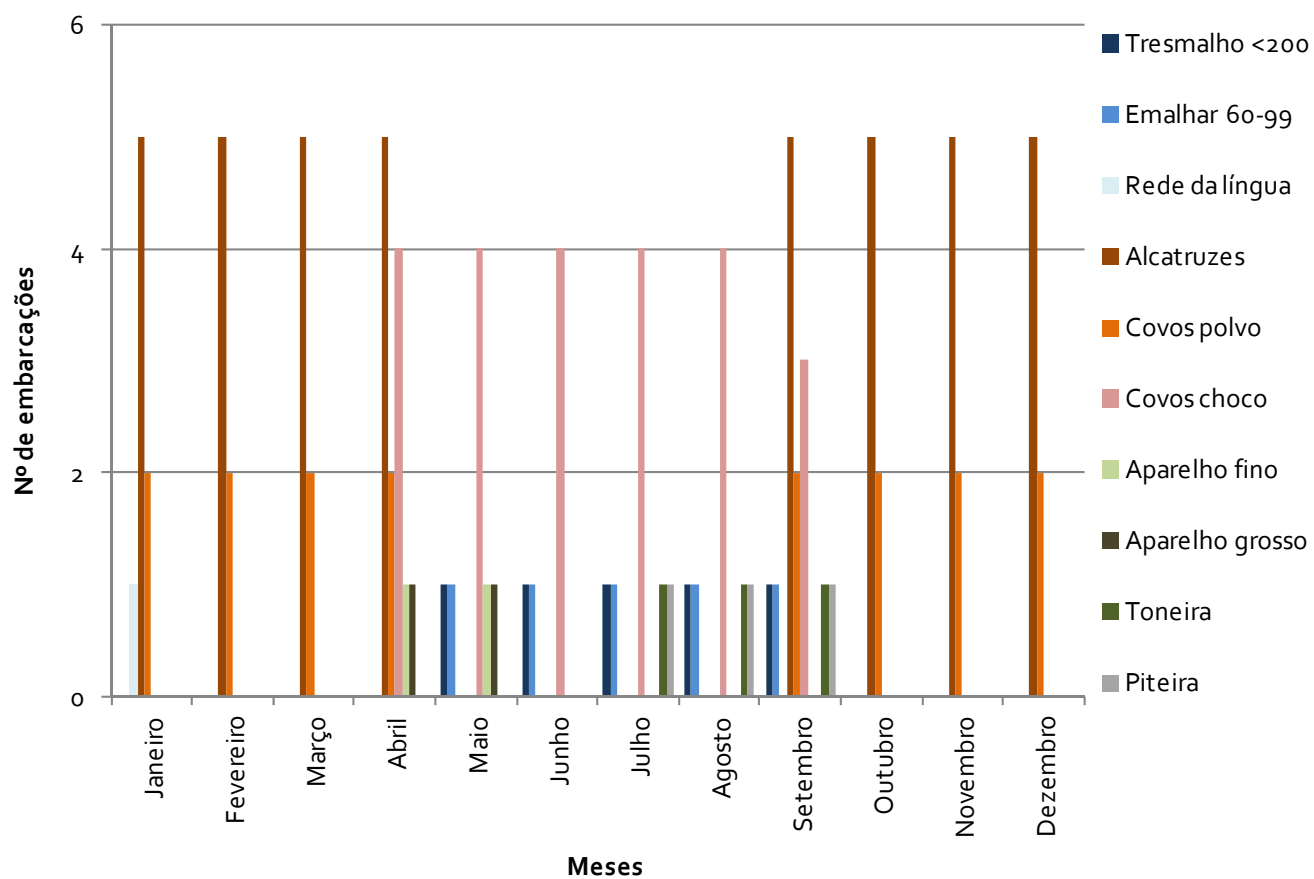
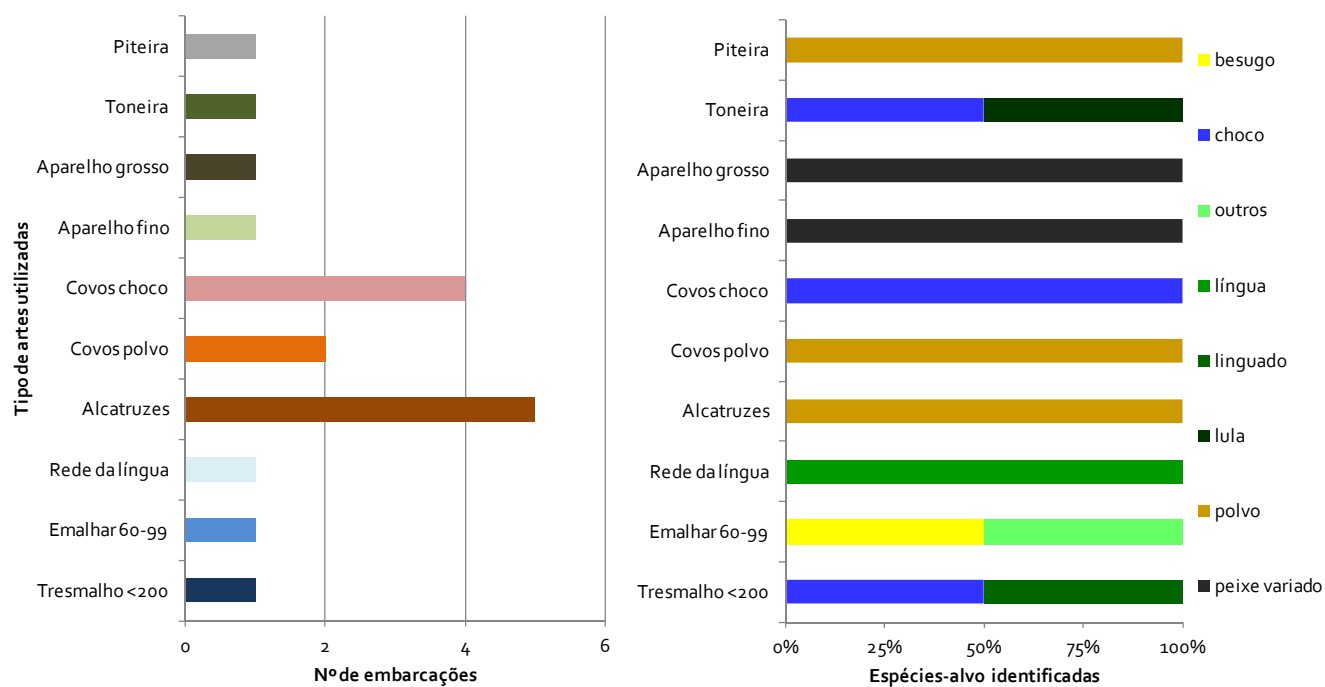


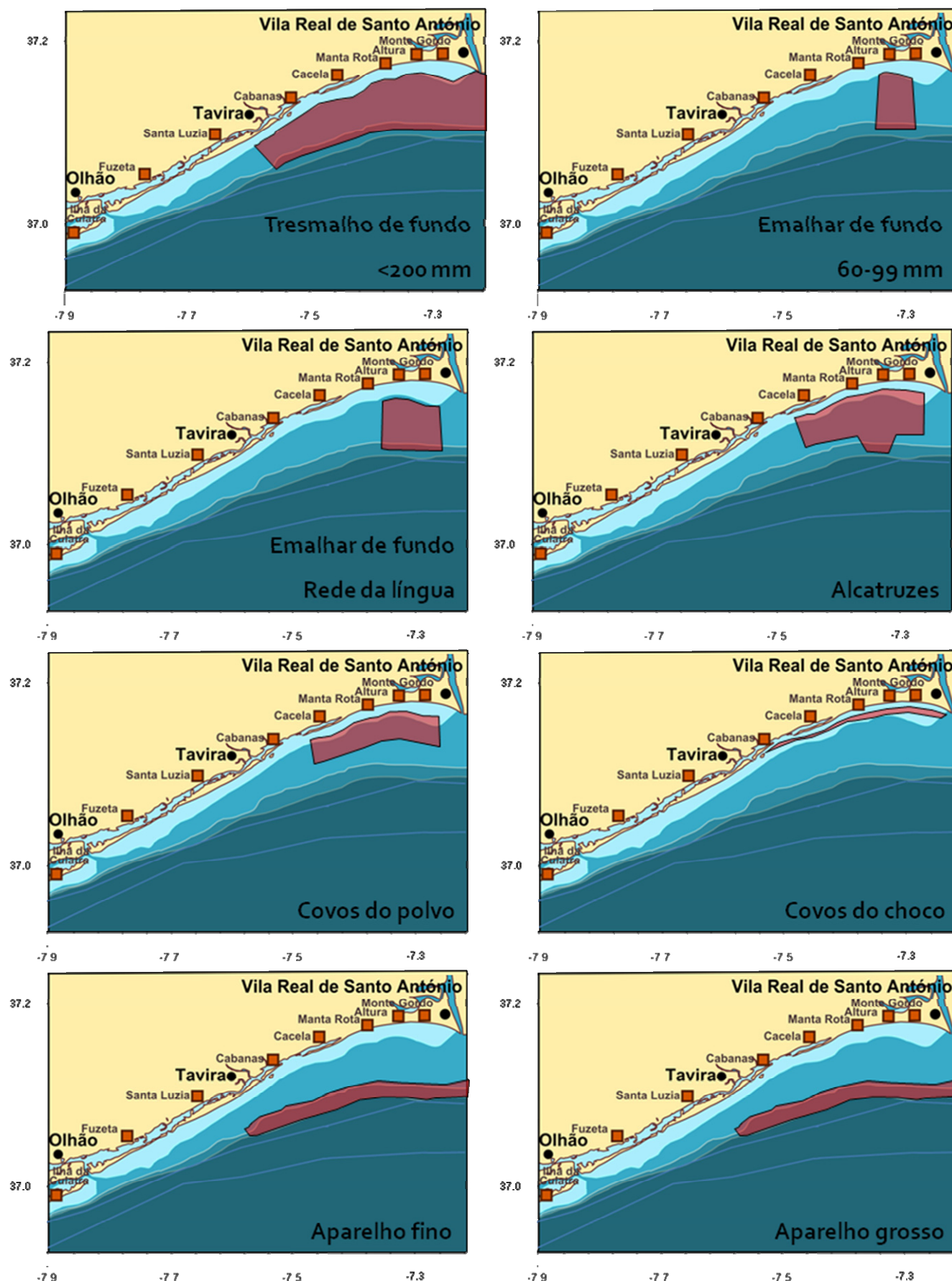


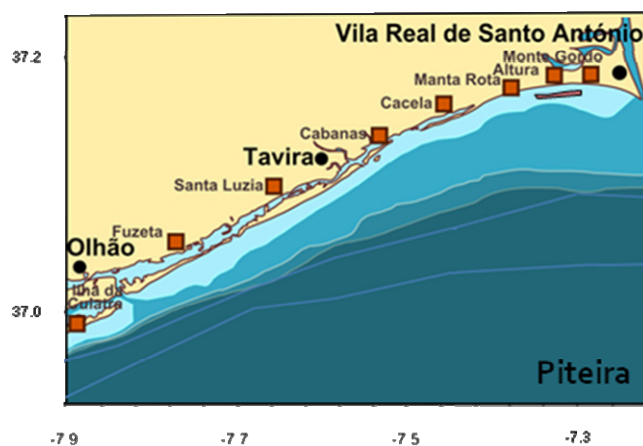
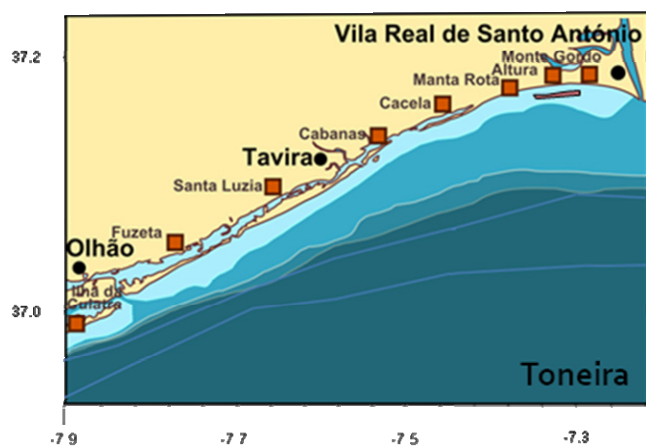
Cacela, Manta Rota (Praia da Lota)

N.º de inquéritos: 5



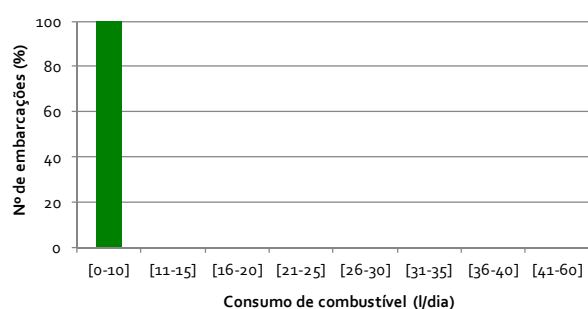
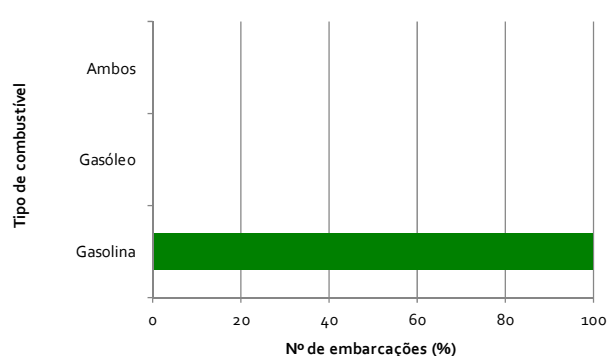
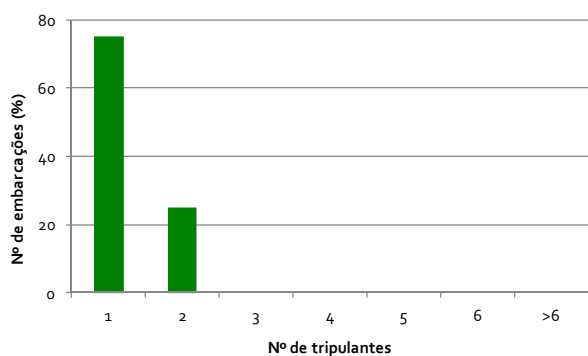
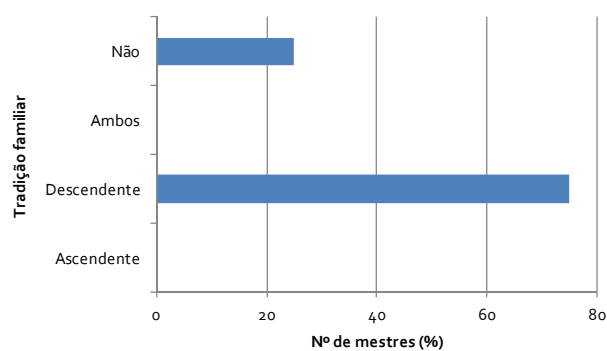
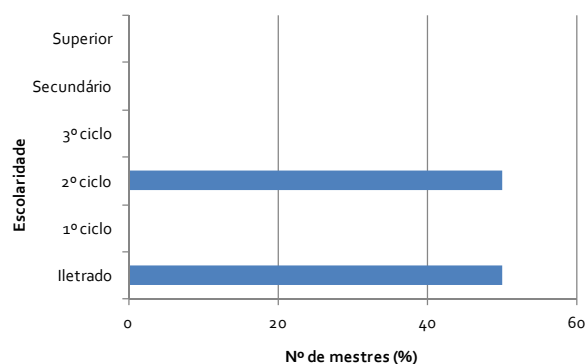
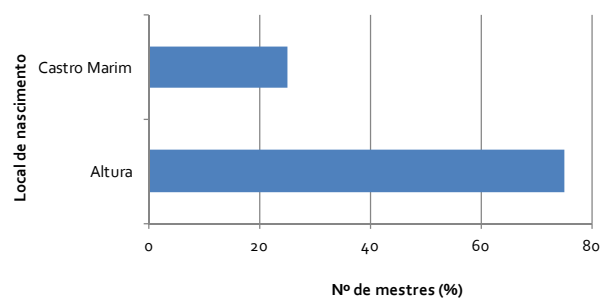
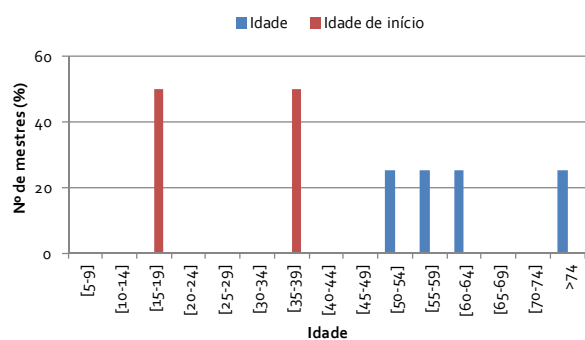
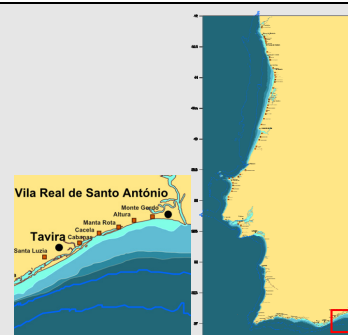


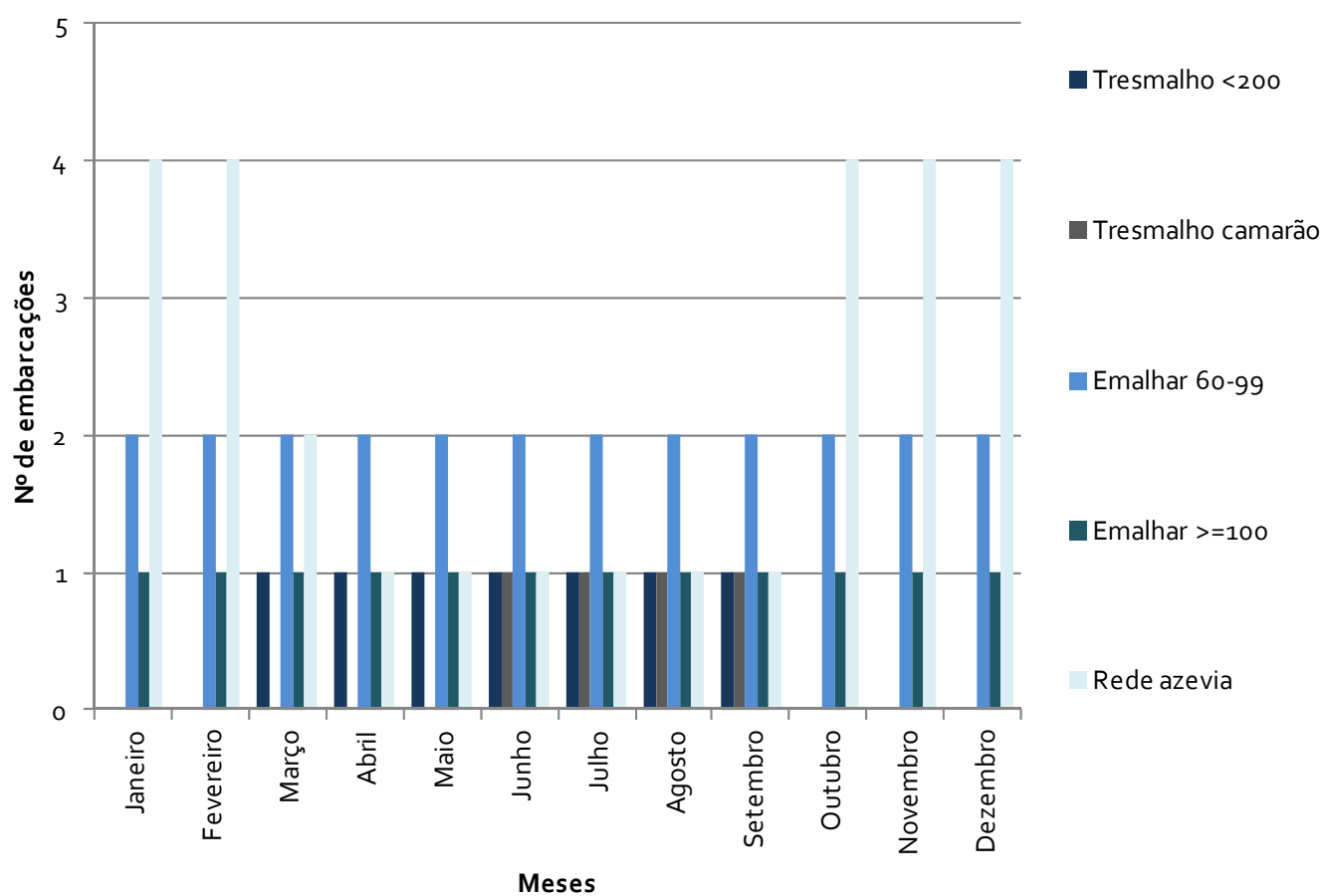
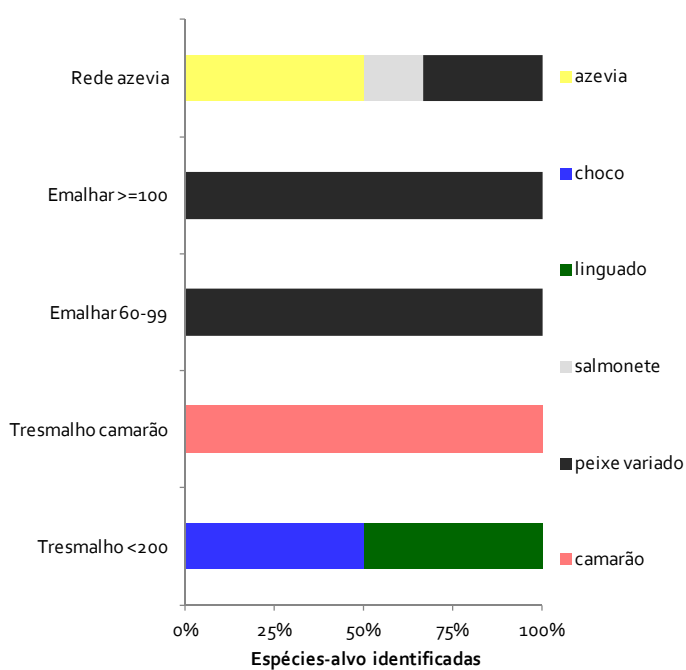
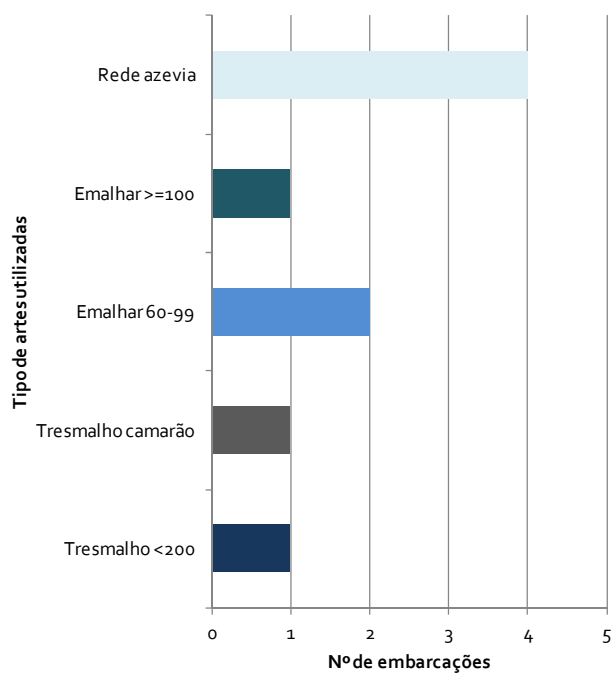


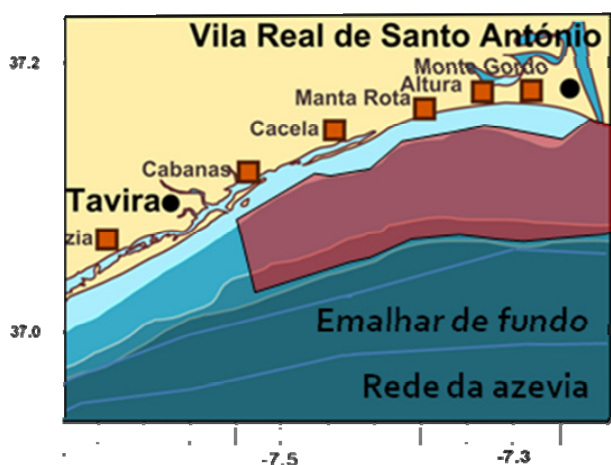
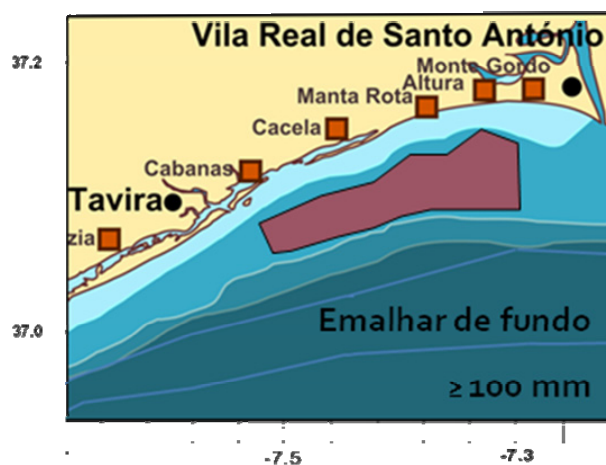
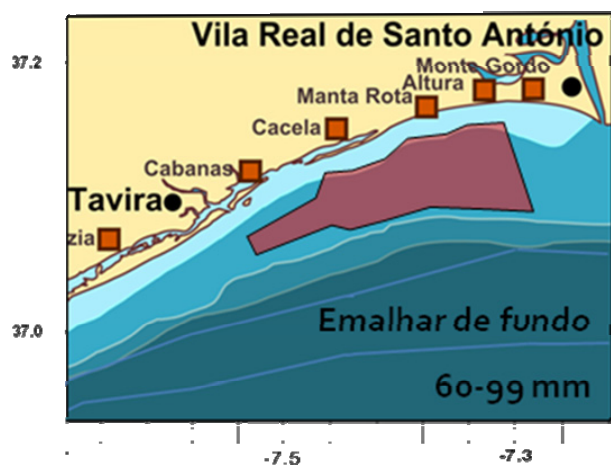
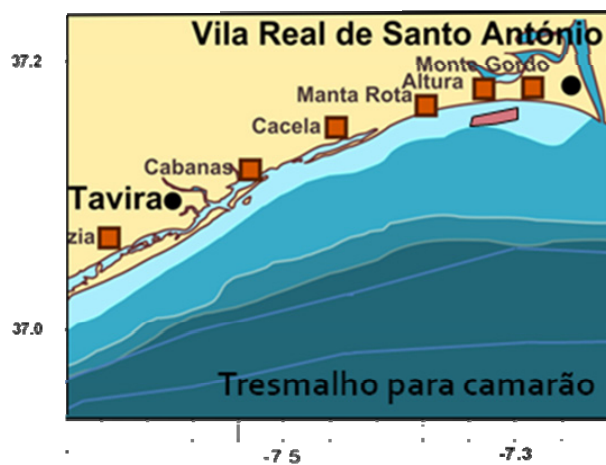
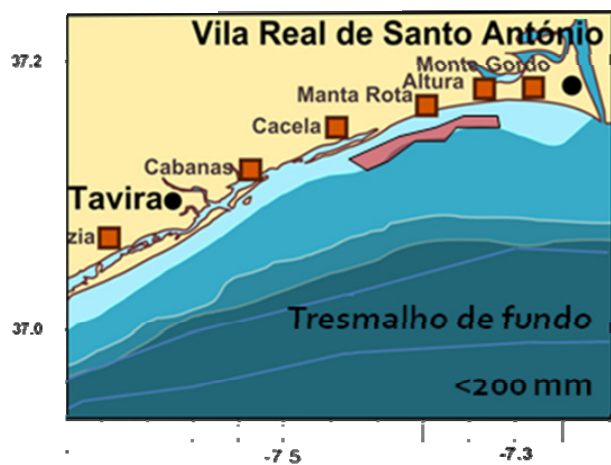


Altura (Alagoas)

N.º de inquéritos: 4

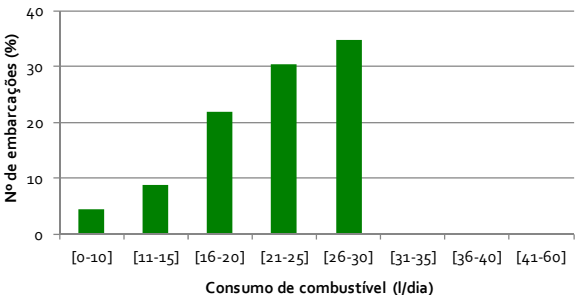
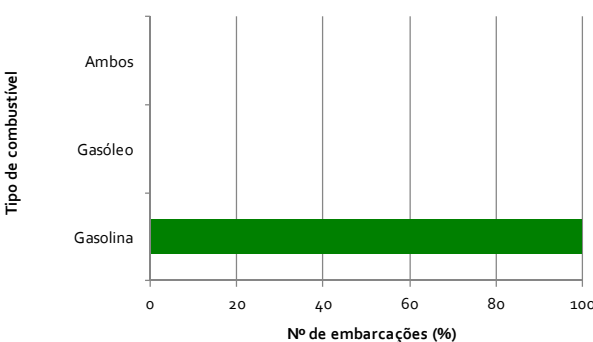
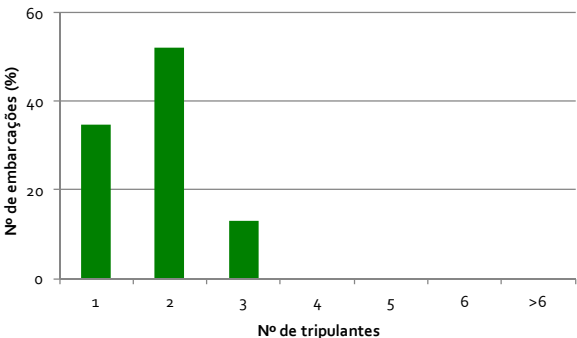
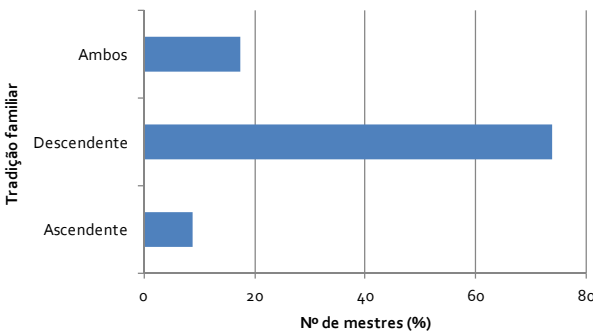
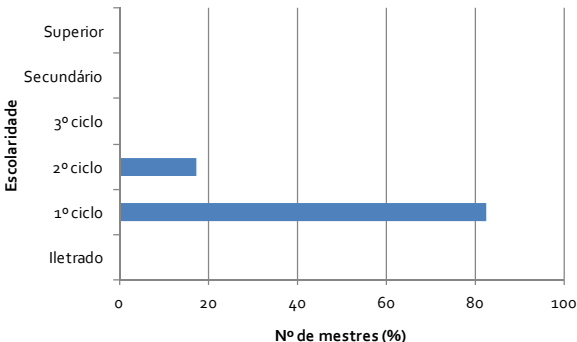
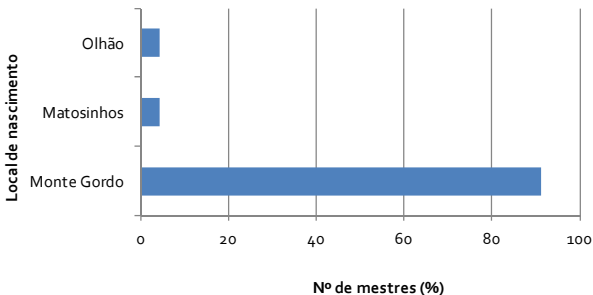
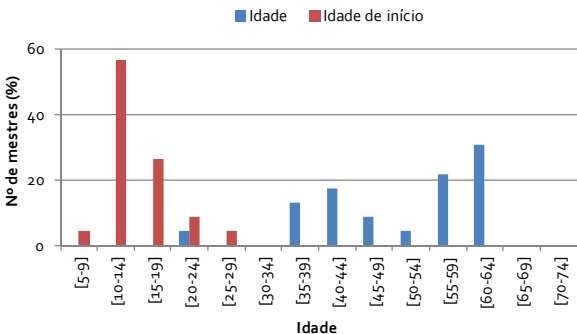


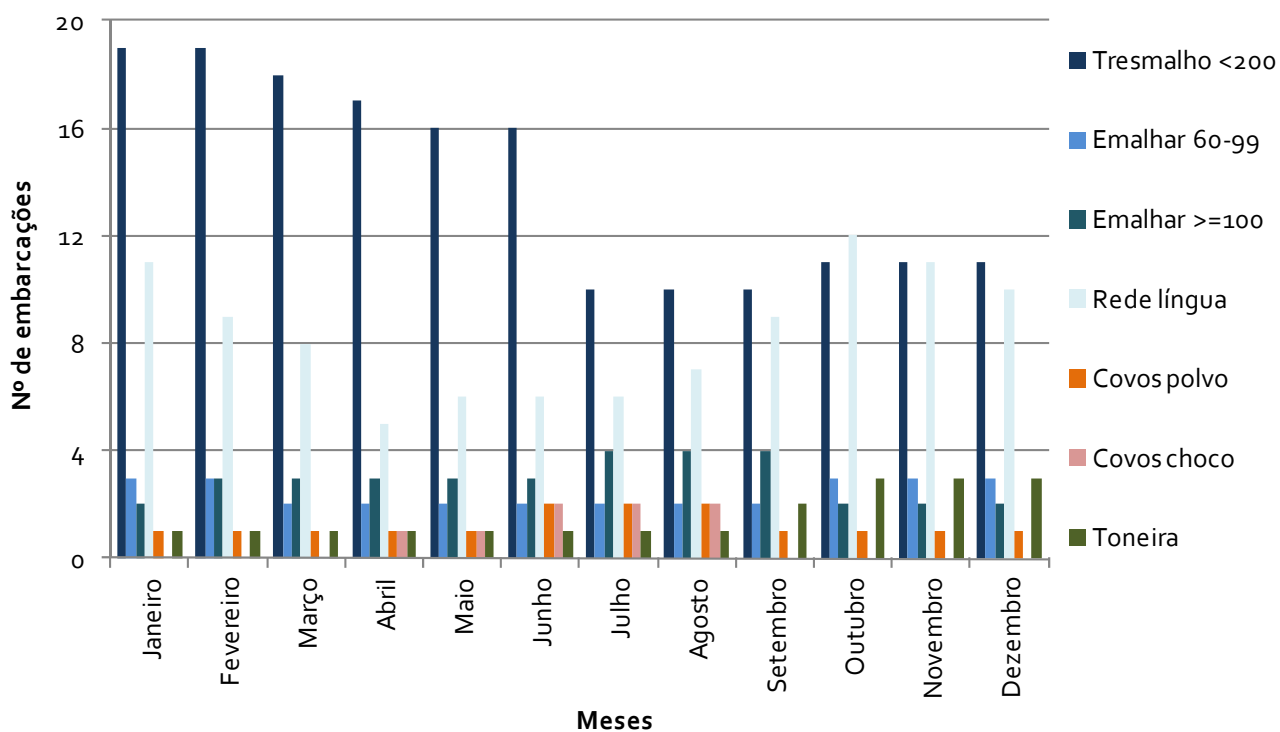
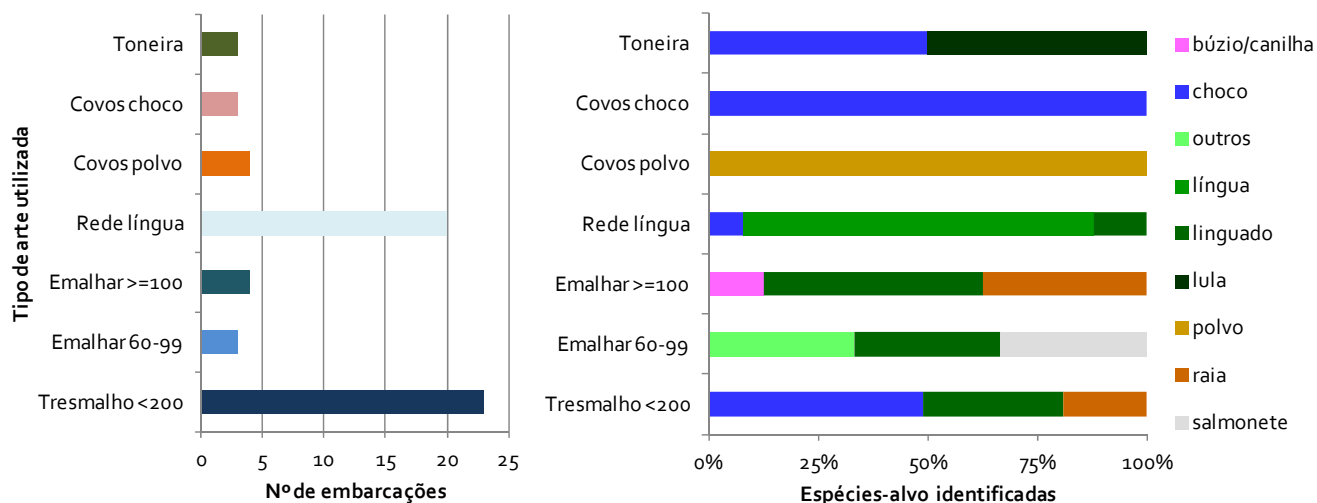


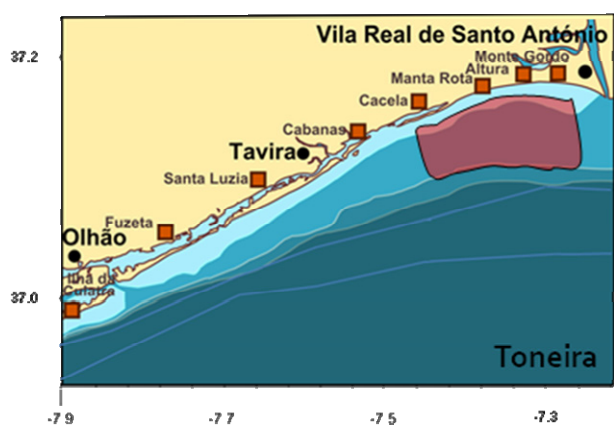
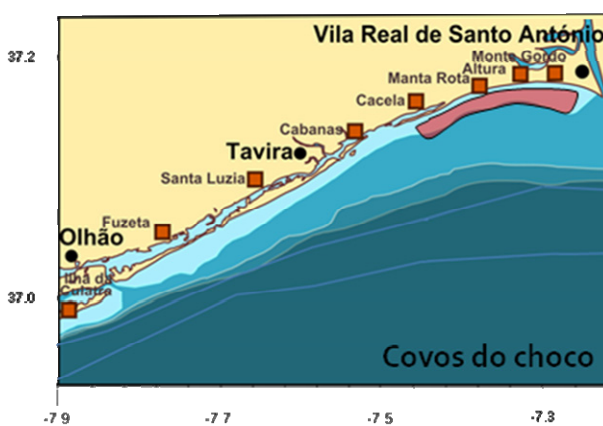
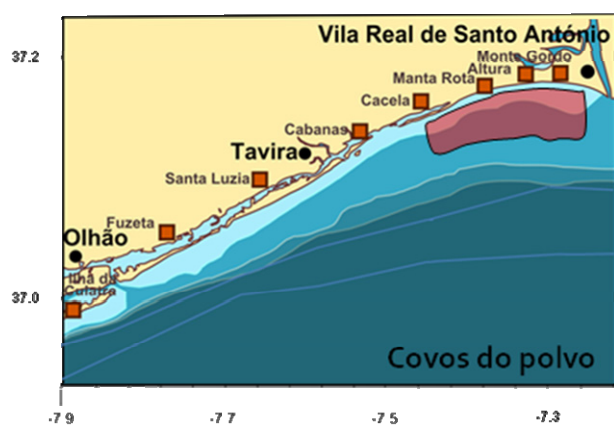
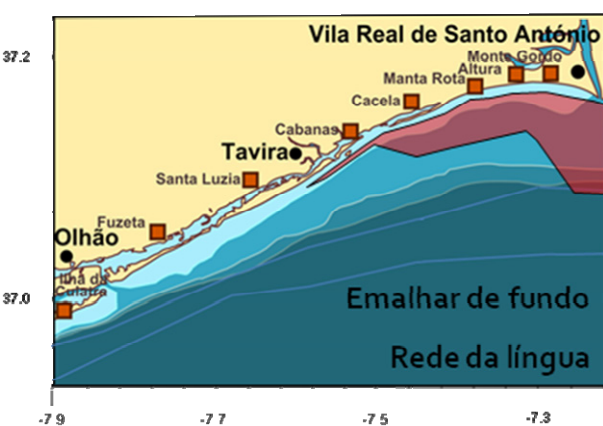
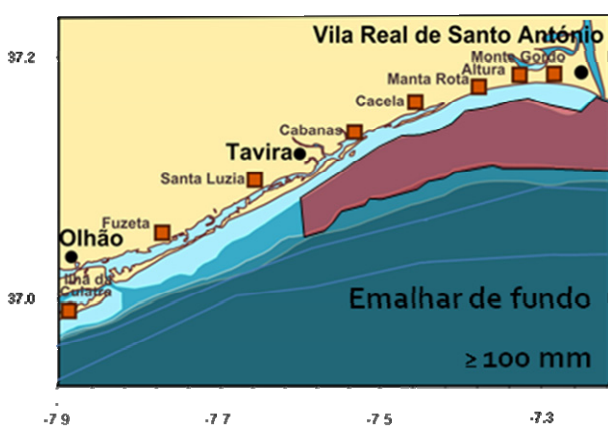
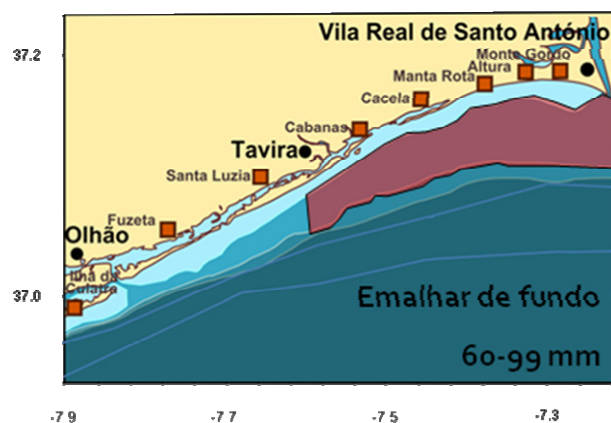
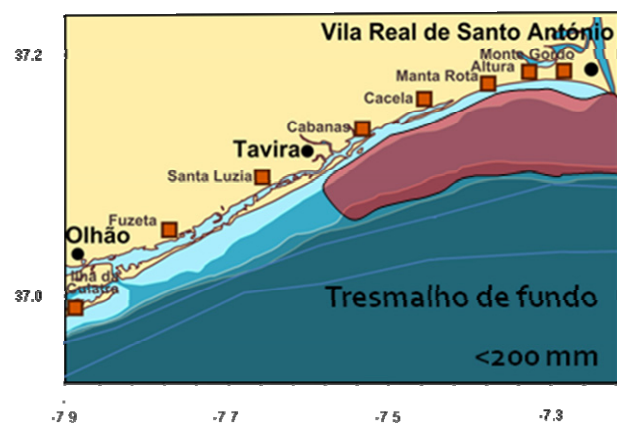


Monte Gordo

N.º de inquéritos: 23

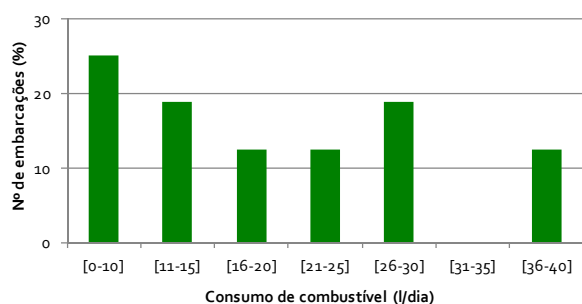
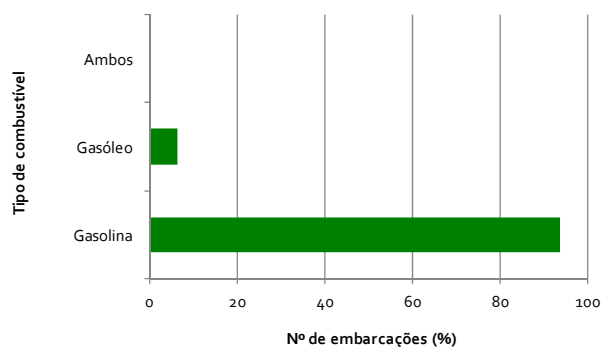
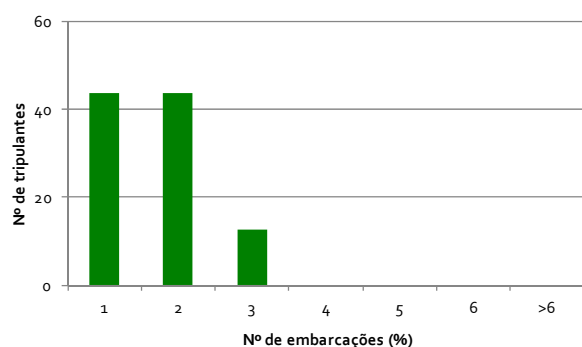
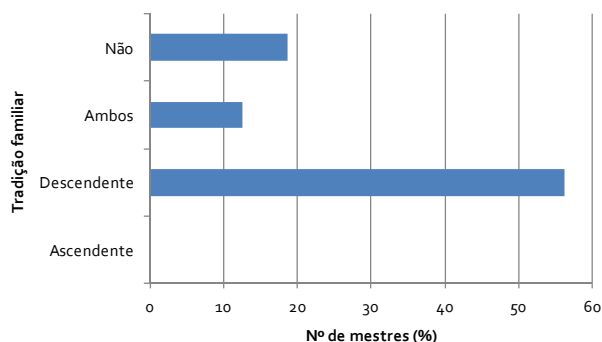
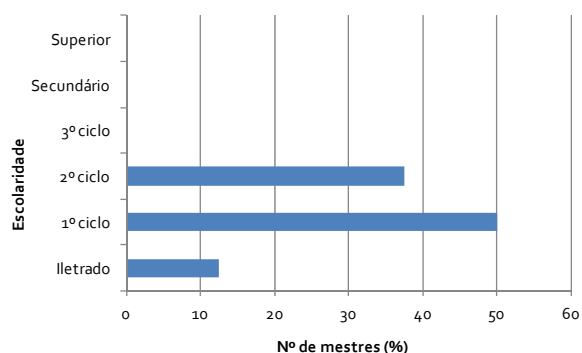
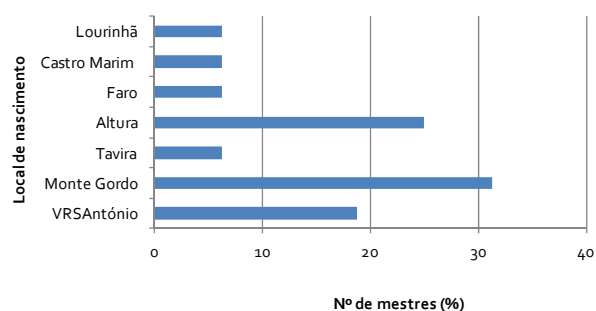
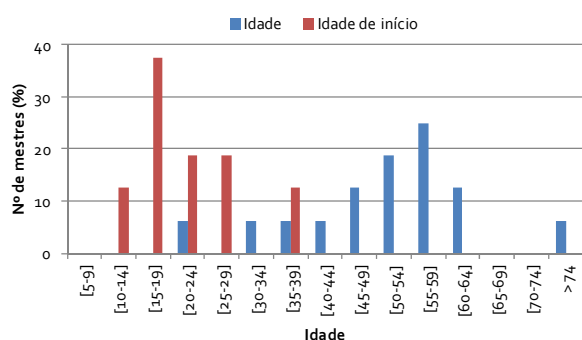
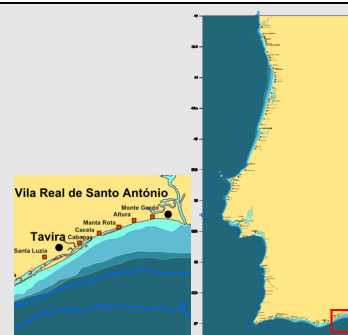


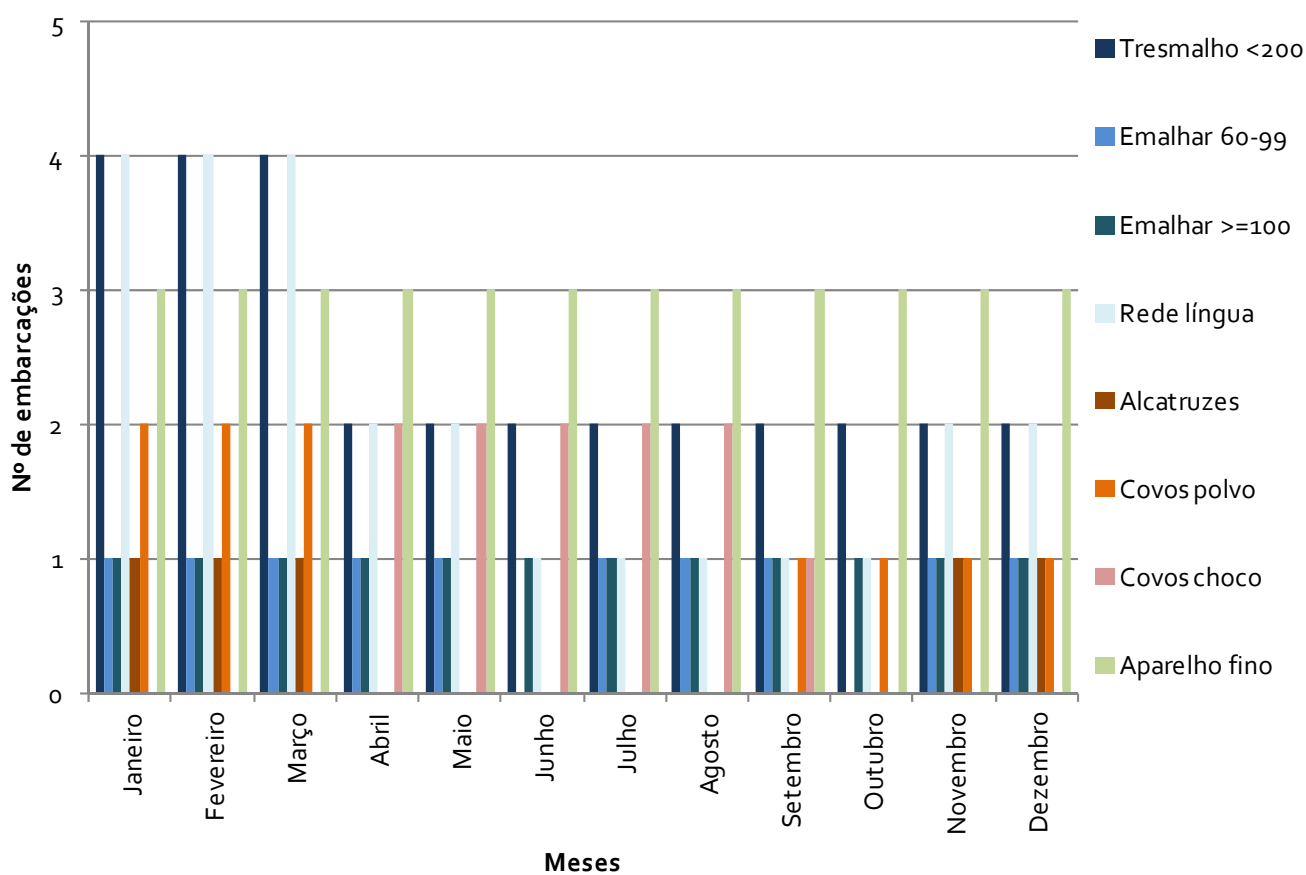
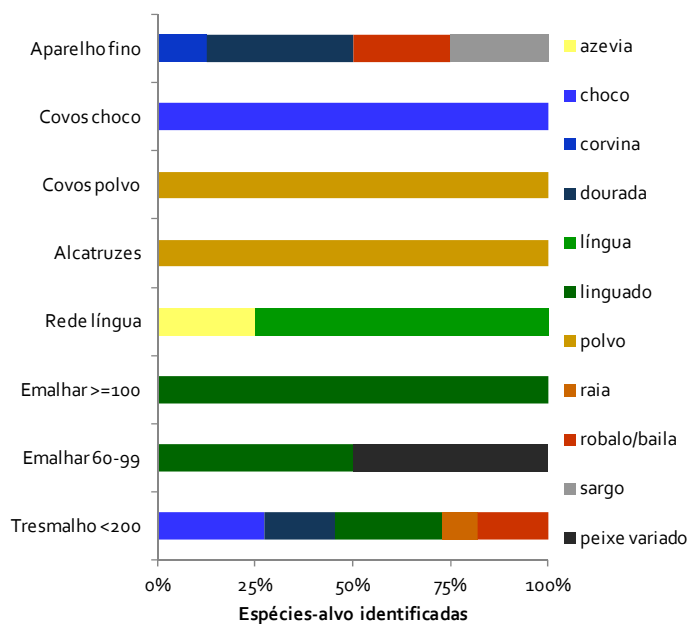
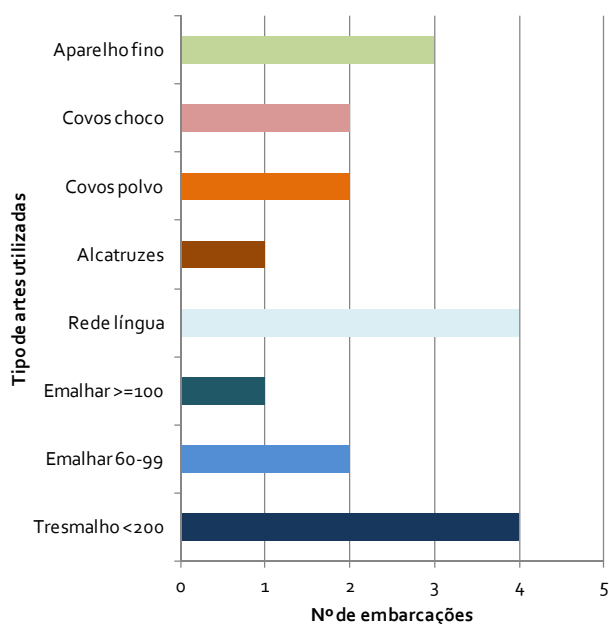


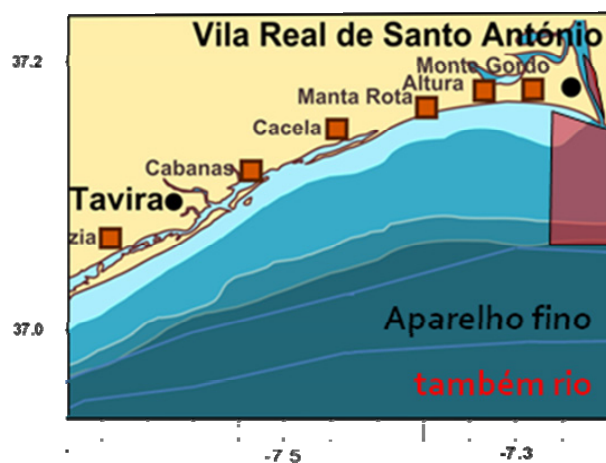
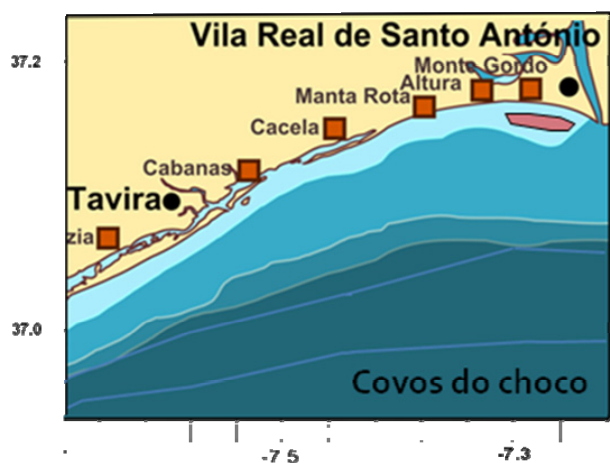
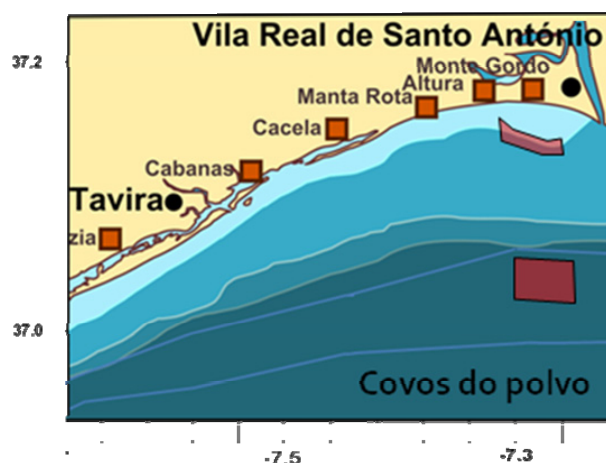
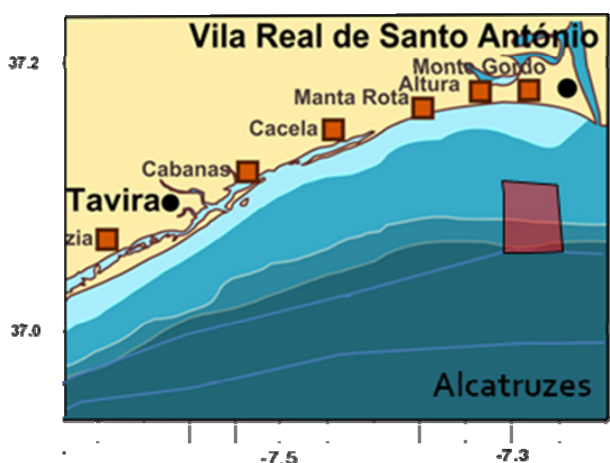
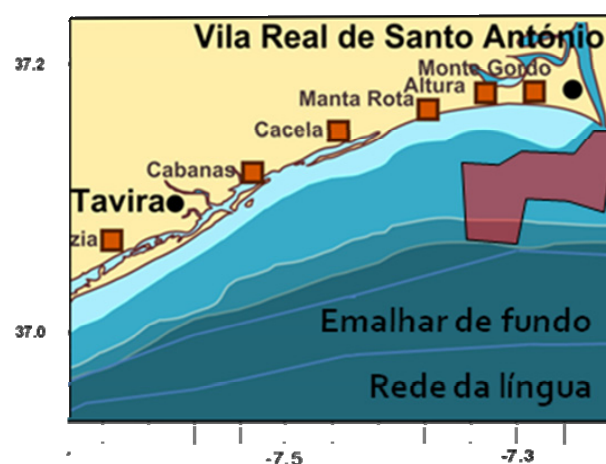
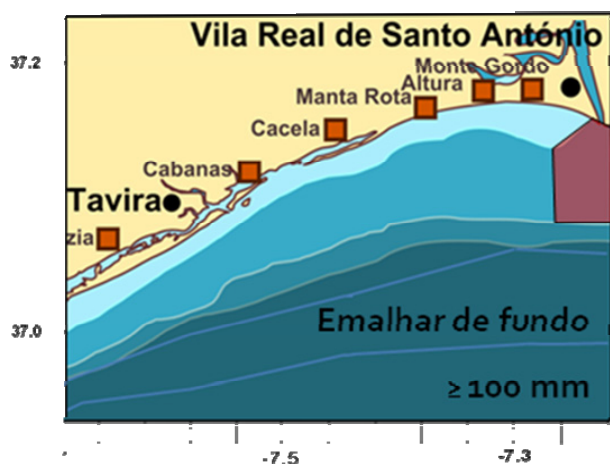
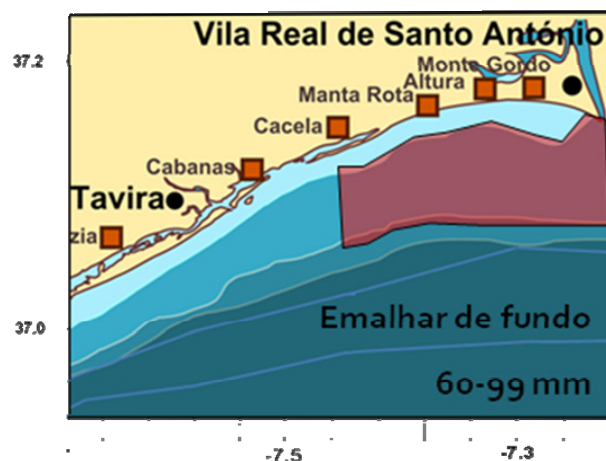
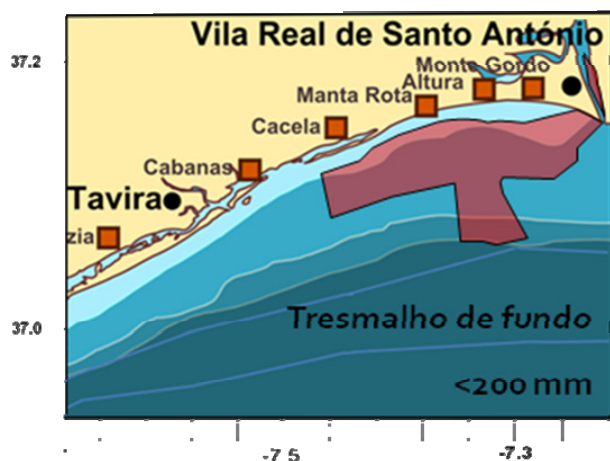


Vila Real de Santo António

N.º de inquéritos: 10







Parte 2

Artes de pesca e mapas globais por arte

Breve descrição das artes de pesca

Neste capítulo pretende-se fazer uma breve descrição das principais artes de pesca operadas pela frota da pequena pesca ao longo da zona costeira do continente português.



Rede de emalhar de um pano fundeada – Estas artes são constituídas por panos de rede de forma rectangular, montados em dois cabos: um cabo superior, de flutuação (tralha das bóias, tralha das cortiças, tralha superior) e um inferior, de lastro (tralha dos chumbos, tralha inferior), que mantêm, de um modo geral, a arte em posição vertical na água. Cada pano possui, normalmente, 50 m de comprimento. Os panos de rede são montados em caçadas. O número de panos por caçada é bastante variável podendo ir desde os 10 aos 200 panos. As redes são caladas directamente sobre o fundo ou a uma curta distância dele, por meio de âncoras ou lastros – poitas – com peso suficiente para contrariar a força de flutuação das bóias e as forças da corrente sobre os cabos de alagem e a própria rede. A altura destas redes depende da espécie alvo e da profundidade em que são caladas. Estas redes são, em regra, largadas ao fim do dia ou de madrugada, sendo viradas ao nascer do dia ou às primeiras horas da manhã, podendo permanecer de duas a vinte e quatro horas na água. As redes de emalhar de um pano fundeadas tomam por vezes designações relacionadas com as espécies alvo, como por exemplo: **a rede da azevia / língua, a rede do salmonete, a rede da corvina, a rede da faneca, a rede do robalo**. A principal característica que as distingue é a malhagem.



Tresmalho fundeado – As redes de tresmalho são constituídas por três panos (o interior – *miúdo* e os exteriores – *alvitanas* ou *albitanas*) e foram especialmente concebidas para enredar; por isso, o processo de captura não depende tanto da malhagem (pano do miúdo) como nas redes de emalhar de um pano, porque as presas ficam mais enredadas do que emalhadas, daí o serem menos selectivas mas mais eficazes. Estas artes são por vezes designadas por nomes relacionadas

com as espécies alvo, como, por exemplo, o **tresmalho / rede do choco**, a **rede / tresmalho do camarão**, o a **rede / tresmalho do linguado**. Tal como nas redes de emalhar de um pano fundeadas as malhagens dependem das espécies alvo. Relativamente à época, e ao tempo de permanência na água, o padrão de utilização varia de comunidade para comunidade (por vezes dentro da mesma comunidade) e de ano para ano, consoante a pesca e as condições do mar. Estas redes podem ser largadas ao fim da tarde (pôr do Sol) e viradas de manhã, ou, permanecer na água de duas a seis horas, vinte e quatro ou mesmo quarenta e oito horas.



Majoeira – rede de tresmalho que tem a particularidade de as duas tralhas (superior e inferior) se prolongarem formando uma *forcada*, à qual se prende uma estaca de cada lado; estas estacas têm a função de aguentar a rede na posição pretendida. Na baixamar o pescador escolhe um local da costa onde existam coroas de areia e vai, com a água pelo peito, espetar as estacas, ficando a rede colocada perpendicularmente à costa. No caso do fundo ser de pedra, o pescador amarra as *forcadas* a saliências da rocha.



Alcatruz – armadilha de abrigo sendo também designada por pote, vaso ou vasilha. Esta arte é construída tradicionalmente com barro (mais recentemente é usado o plástico), tem uma abertura e destina-se a criar a ilusão de “*toca*”, de abrigo. Estas armadilhas são normalmente utilizadas em conjuntos constituindo teias. Estas são compostas por um cabo principal –

madre – a que estão presos outros cabos de menor diâmetro – *baixadas* ou *alfoques* – que prendem os alcatruzes. Em cada extremidade da teia existe um cabo, denominado *arinque*, que, num lado, prende a poita que fundeia a arte e, no outro, está ligado à bóia que a sinaliza à superfície. Os alcatruzes são montados na teia de modo a que a distância entre eles impeça que se toquem, em especial durante as manobras de calagem e alagem. Geralmente, são usados 100 a 200 alcatruzes por teia sendo largadas 3 a 7 teias.



Covo – armadilha de gaiola constituída por uma estrutura rígida paralelepípedica coberta por rede plástica de malha quadrada ou inteiramente construída com rede metálica; regra geral, possui apenas um endiche, situado na parte superior ou na parte lateral, do covo. Apresenta dimensões e formas muito variadas. Os covos são geralmente usados em teias, calados no fundo e iscados, mais frequentemente, com sardinha ou cavala. O isco é normalmente colocado em pequenas bolsas que são fixadas dentro do covo ou em pequenos compartimentos especialmente concebidos para este efeito. Podem ser designados pelo nome da espécie ou grupos de espécies alvo, por exemplo, **covo do marisco, covo do polvo, covo do choco, covo para peixes e covo do isco**.



Murejona - armadilha rígida, de forma esferóide, construída com arame formando um reticulado. Na parte superior possui o endiche de forma afunilada e, na base, que fica assente no fundo, tem uma abertura com tampa, na qual está fixa a *bolsa* do isco. No seu diâmetro máximo (medido no bojo mediano), mede cerca de 1 m e tem cerca de 30 cm de altura. Normalmente é usada em

teias de 15 a 30 unidades e iscada com sardinha, cavala ou berbigão. As embarcações largam, normalmente, 4 a 5 teias. Quando de pequenas dimensões denomina-se **bosca**. Existem outras armadilhas de arame utilizadas pela pequena pesca como seja o **covo macho** e o bornel (**covo da moreia**).



Bombo – armadilha de gaiola desmontável constituída por dois aros metálicos, forrada por rede ou tela plástica, com dois endiches laterais e uma abertura superior. O bombo é armado com o auxílio de quatro varas de madeira. No entanto, alguns pescadores utilizam bombos constituídos por uma estrutura metálica rígida. Tem cerca de 1,5 m de diâmetro por 0,5 m de

altura, com malha de 35 a 40 mm. Os bombos são fundeados em caçadas, normalmente constituídos por 10 a 20 bombos e cada barco pode chegar a levar 6 caçadas; são colocados entre os 20 e 30m de profundidade e podem permanecer na água de algumas horas a dias, dependendo das condições do mar. Após serem alados e retirada a captura são de novo colocados no mar.



Rede de arrasto de vara - O arrasto de vara é uma arte de arrastar pelo fundo, de média dimensão, rebocada por uma embarcação. É também designada por arrastão e rede camaroeira e do pilado. A boca da arte, normalmente desprovida de asas, mantém-se aberta pela acção de duas varas (de madeira ou metal), ou uma vara horizontal, e por estruturas rígidas laterais

(barra de ferro ou patins). Porfiado à boca da arte, existe um saco de rede manufacturado, normalmente, com rede de traineira. As características do arrasto de vara diferem de zona para zona e de acordo com o tamanho da embarcação, não podendo, no entanto, a vara exceder os 7 m de comprimento e a abertura da boca não pode ser superior a 65 cm. Quando composta por uma só vara e por patins, existe o arraçal que é o cabo de lastro ao qual se pode encontrar amarrada uma corrente de ferro.



Rede de arrasto de portas - O arrasto de portas é uma arte de arrastar pelo fundo, de média dimensão, rebocada por uma embarcação. O arrasto de portas é bastante semelhante ao arrasto de vara, diferenciando no modo de abertura da boca da arte. No arrasto de portas, a boca, provida de asas, mantém-se aberta na horizontal pela acção de portas e, na vertical, por meio de

flutuadores (cabo de flutuação ou cabo de pana) e lastros (cabo de lastro ou arraçal). Nalguns arrastos, no cabo de flutuação existem diversas bóias de PVC e no cabo de lastros encontra-se armada uma corrente de ferro. Noutros casos, o número de bóias é inferior, existindo um flutuador de PVC esférico de orelhas no centro da rede e duas ou três pequenas bóias de PVC na zona das asas. O cabo de lastro é composto por lastros de chumbo. Nalguns arrastos poderá, ainda, existir um calão (vara de madeira) entre os cabos de alagem e os cabos superior e inferior de cada uma das asas. Do calão sai um cabo designado por malheta que vai ligar cada um deles à respectiva porta.

Ganchorra – A ganchorra é uma arte de arrastar pelo fundo, rebocada a partir de uma embarcação, que se destina à captura de moluscos bivalves. A frota da pequena pesca utiliza dois tipos de ganchorra, nomeadamente, a ganchorra tradicional e a ganchorra de grelha.



A **ganchorra tradicional** apresenta uma estrutura metálica (designada por boca da ganchorra), constituída por um aro em semicircunferência que, na posição do diâmetro, possui uma barra onde se encontra implantado o pente de dentes. Este pode ser amovível ou não, sendo o espaçamento, número e tamanho dos dentes, dependente da espécie a que se destina. A este aro,

encontra-se soldada uma outra estrutura metálica formada por três hastes em forma de tripé, onde se amarra o cabo de tracção e o cabo da rabeira ou do vira. O aro é prolongado por uma grelha em barras, de forma aproximadamente semicilíndrica, que tem por função “coar” a areia que entra na boca da ganchorra. Os bivalves (e outros organismos) que entram na ganchorra são retidos num saco de rede que se encontra porfiado à grelha, de malhagem variável dependendo da espécie alvo.



Na **ganchorra de grelha** a estrutura responsável pela captura (aro e dentes) é muito semelhante à da ganchorra tradicional. A principal diferença entre estas duas artes de pesca reside na estrutura de retenção dos bivalves. De facto, neste tipo de ganchorra, o saco de rede é substituído por uma segunda grelha, de forma semicilíndrica ou rectangular, que se encontra ligada à

estrutura principal por uma articulação e por um fole de rede. Este tipo de ligação tem por principal função manter a grelha em posição vertical durante o arrasto. As paredes desta grelha são constituídas por varas metálicas paralelas, cujo espaçamento depende da espécie alvo a que se destina. De modo a evitar o seu enterramento durante o arrasto, a grelha é dotada de dois “patins”.



Sombreira/Rede de encosto – esta arte é constituída por uma rede rectangular, com malhagem de 18 mm (a mesma utilizada para a pesca da sardinha) e altura máxima de 1,2 m, que se encontra entalhada, superiormente, num cabo com flutuadores (cortiçada, cabo das bóias) e, inferiormente, num cabo de lastragem. Este possui um conjunto de pequenos chumbos em

forma de anel, o que permite que a rede permaneça na vertical quando colocada dentro de água. O comprimento máximo da caçada é de 150 m. Estas redes são caladas directamente sobre o fundo, por meio de âncoras ou lastros, onde se encontra atado um cabo que se estende até à superfície e em cuja

extremidade se encontra presa uma bóia de sinalização. Esta rede é alada juntando as tralhas, de modo a funcionar como um saco, retendo o camarão (espécie alvo) que se encostou ao pano.



Rede de Cerco – arte de pesca envolvente constituída por vários panos de rede: os das extremidades, de menores dimensões e semelhantes, designados por *cubas*, *da vante* ou *da barca* e *da ré* ou *da mão*, e os do centro, que constituem a *panagem geral* da rede. Na tralha inferior estão montados cabos formando *aranhas* com argolas por onde passa um cabo, a *retenida*, que permite

fechar a rede por baixo. A zona da *copejada*, zona da rede de concentração do peixe para o *copejo* (retirada do peixe) é geralmente construída com fio mais resistente do que o da *panagem geral*. Estas artes funcionam como *paredes* de rede, colocadas verticalmente, devido à presença de um cabo com flutuadores na tralha superior, que se mantém à superfície, e de outro cabo com lastros, na tralha inferior; são largadas começando por uma extremidade de modo a descrever um círculo, tal que o outro extremo se junte ao primeiro, ficando, assim, envolvido todo o volume limitado pelo *cerco* efectuado. Ao nível da pesca local, as redes de cerco mais utilizadas são de pequena dimensão, com *retenida*, e em que a tralha de chumbos e a parte inferior da rede – ao longo de toda a arte – se encontra especialmente preparada para poder tocar o fundo sem provocar avarias sérias; assim sendo, a arte é por vezes largada em cima da pedra (capturando, por isso, quantidades apreciáveis de espécies demersais). São as artes denominadas *rapas*.



Xávega – arte envolvente-arrastante de grandes dimensões que, tal como o nome indica, para além de arrastar também envolve e/ou cerca. É constituída, essencialmente, por um saco central a que estão ligadas as asas (*mangas*, *alares*) formadas por longos panos de rede, cuja altura decresce desde o saco até aos extremos – *calões*, e em que a malhagem vai aumentando progressivamente para os extremos. A tracção do saco é feita pelos *alares* (peças de rede). As extremidades das asas são, ainda, prolongadas pelos longos cabos de alagem (*cordas*, *chicotes*) que, desse

modo, contribuem para aumentar a área de actuação quando em pesca. A rede é largada por uma embarcação, que se afasta da praia deixando em terra um cabo de alagem, o *roçeiro*, descreve um percurso envolvente, mais ou menos paralelo à linha de costa calando a rede e regressa à praia

conduzindo o outro cabo de alagem, a *mão-de-barca*. A rede é alada para a praia, manualmente e com recurso a força de origem mecânica, recolhendo aquelas *cordas*. Normalmente são aladas de modo que a tralha inferior da rede toque o fundo a fim de não deixar o peixe escapar por baixo (o fundo e a superfície actuam como barreiras naturais que evitam que o peixe se escape da área envolvida pela rede).



Cana/vara - aparelho de pesca constituído por uma linha suspensa da extremidade de uma cana. As canas de pesca destinam-se principalmente a possibilitar o lançamento do anzol a maior distância. A linha utilizada pode ter um comprimento considerável e está armazenada num carreto. O isco empregue pode ser natural ou artificial. A pesca pode ser à bóia, ao fundo ou

ao corrico. O **corrico** é um método de pesca que consiste numa linha com anzol, iscado com amostra ou isco, que é arrastada por uma embarcação em marcha ou suspensa de uma cana que é lançada sistematicamente e recolhida de forma continuada de modo a produzir movimento (semelhante a isco vivo) e assim atrair as presas.



Palangre – arte de pesca constituída por uma linha de grande comprimento (madre) à qual se ligam numerosas linhas de pequeno comprimento (estralhos) na extremidade livre das quais se empata um anzol. O comprimento e o afastamento entre estralhos variam de acordo com a espécie alvo e com o tipo de palangre, no entanto, e de um modo geral, o intervalo entre os

estralhos deve ser pelo menos, um pouco mais do dobro do seu comprimento. Esta arte é utilizada durante todo o ano e o tempo de permanência na água e a hora do dia a que é largada ou alada, varia muito de comunidade para comunidade e, dentro da mesma comunidade, de pescador para pescador; ocorrem, ainda, variações em função das espécies alvo, da época do ano, do local de pesca e das condições meteorológicas. Conforme o local ou a espécie alvo assim variam as designações desta arte, como exemplo indicam-se as mais utilizadas:

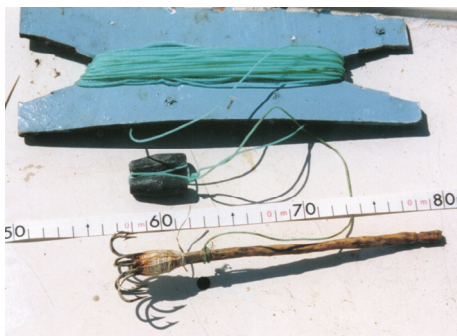
Aparelho fino - palangre fundeado, iscado principalmente com sardinha, cavala, pilado ou lula. Os anzóis mais utilizados variam entre os n.ºs 9 e 14. É calado durante todo o ano.

Aparelho grosso - palangre fundeado, iscado especialmente com sardinha, cavala. Os anzóis mais utilizados variam entre os n.ºs 5 e 8. É calado durante todo o ano.



Toneira – utensílio de dilacerar constituído por um pedaço de chumbo, ferro, plástico ou madeira lastrada, alongado e que, na extremidade inferior, apresenta uma ou mais coroas de pontas metálicas aguçadas ou de anzóis sem barbela; na extremidade superior possui uma argola à qual se prende a linha de pesca. Este método de pesca assenta na acção de atrair a presa pelo

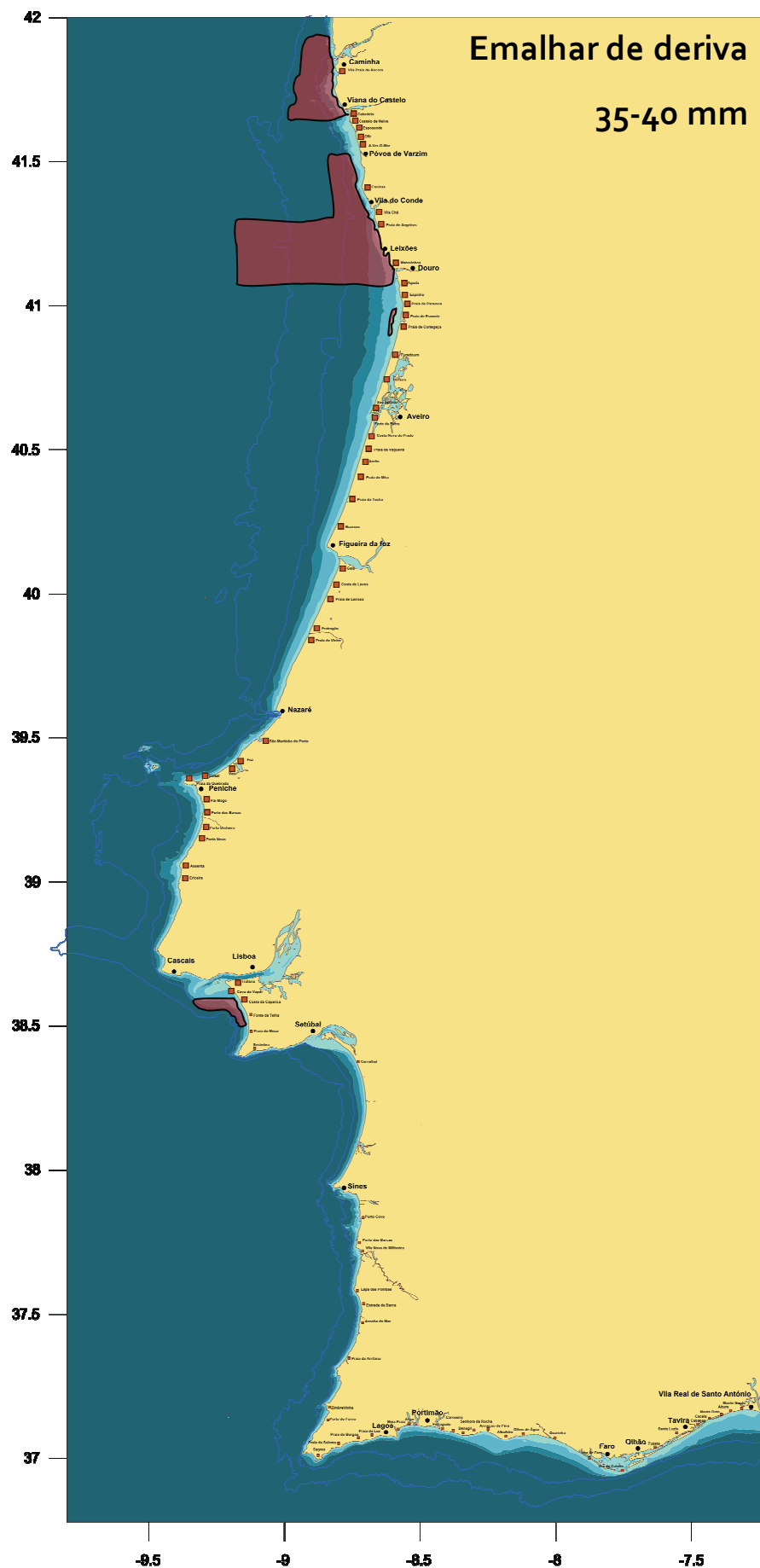
movimento rápido e repetitivo de “sobe e desce” provocado pelo braço do pescador.

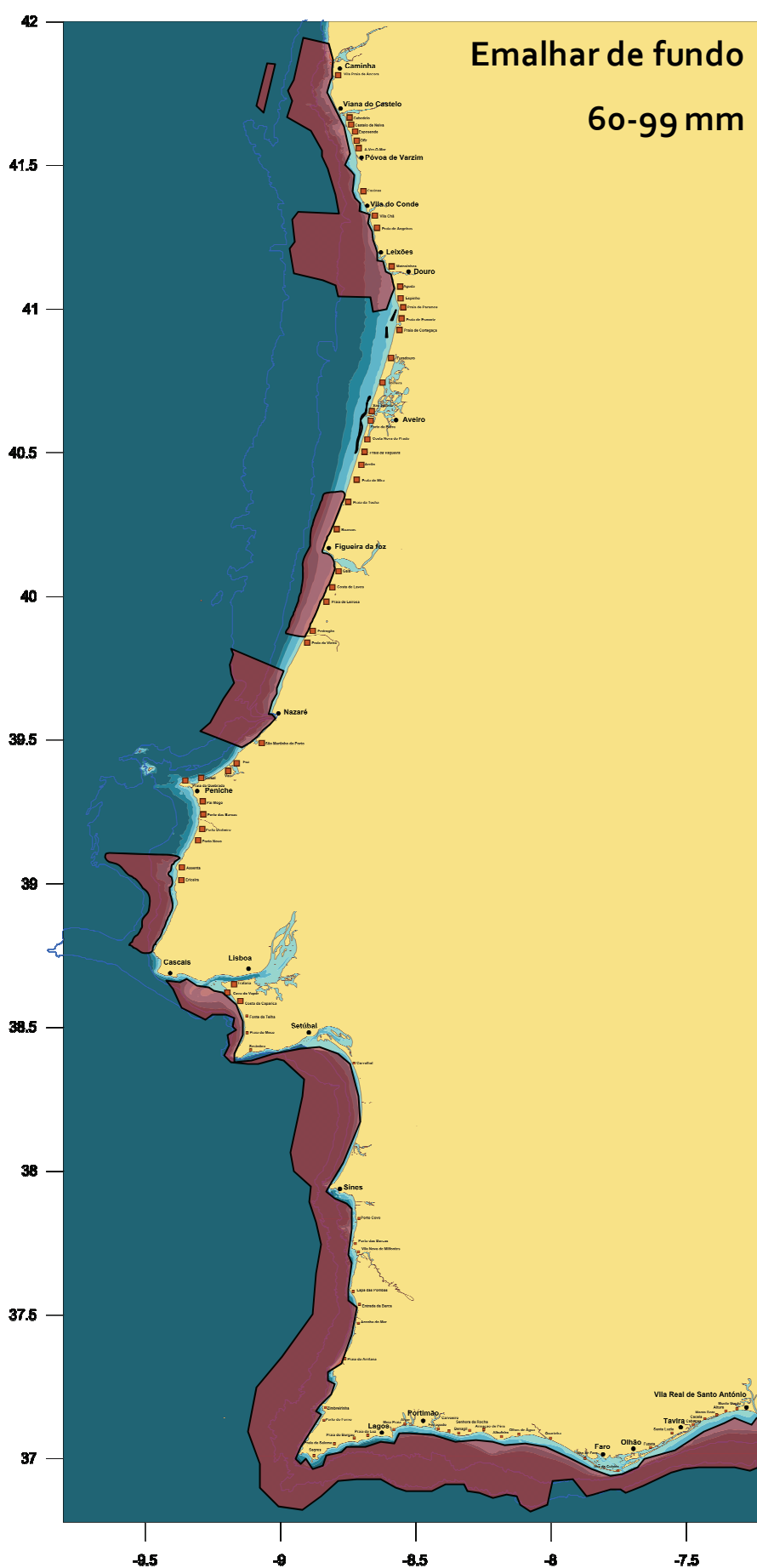


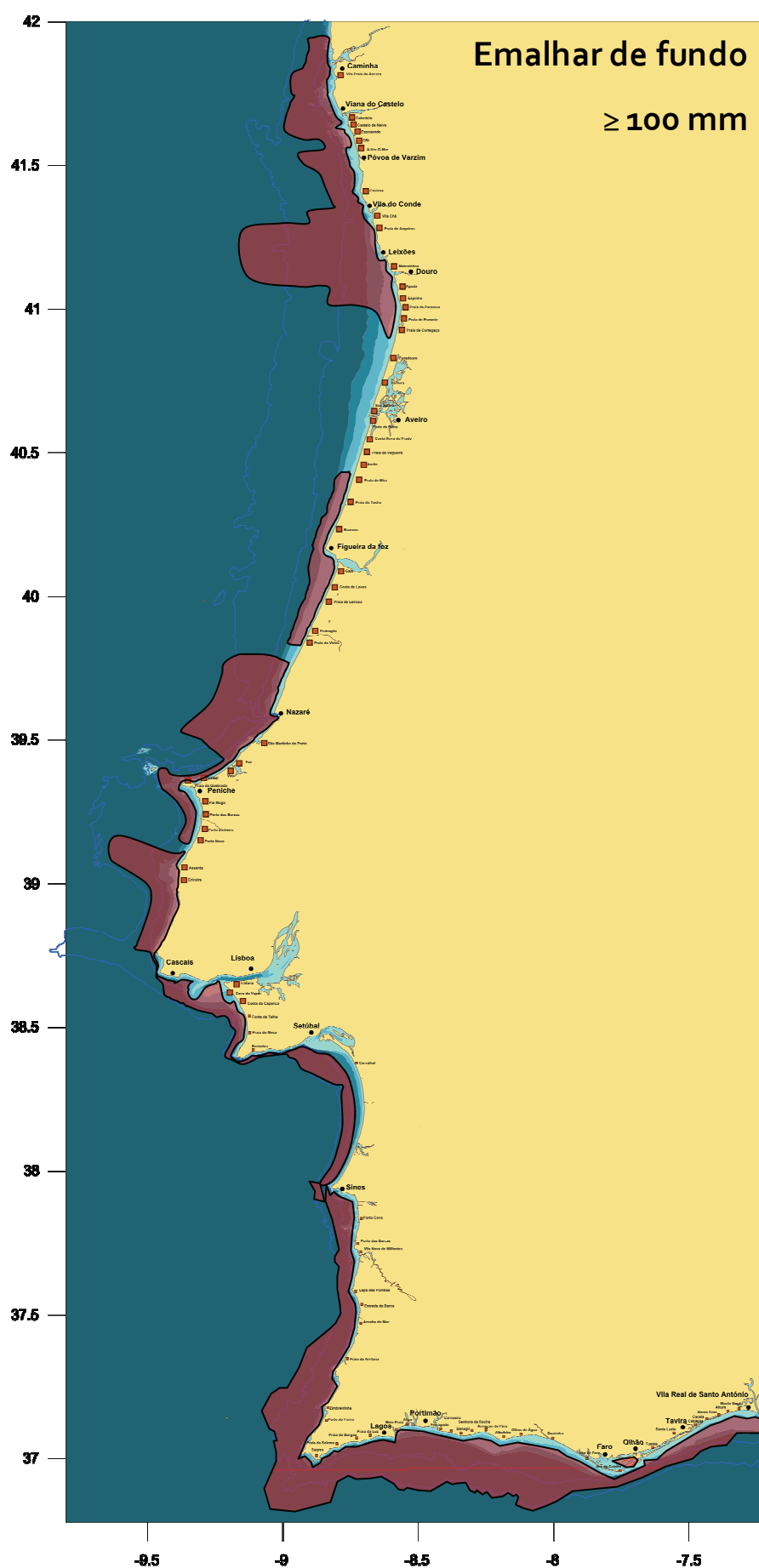
Piteira – utensílio de dilacerar constituído por uma haste de madeira à qual estão presos de 5 a 10 anzóis, com barbela, formando uma coroa; o isco (geralmente sardinha ou cavala) é enfiado na haste que, posteriormente, é presa à linha. É usada de modo semelhante à toneira – ou seja, atrai a presa pelo movimento.

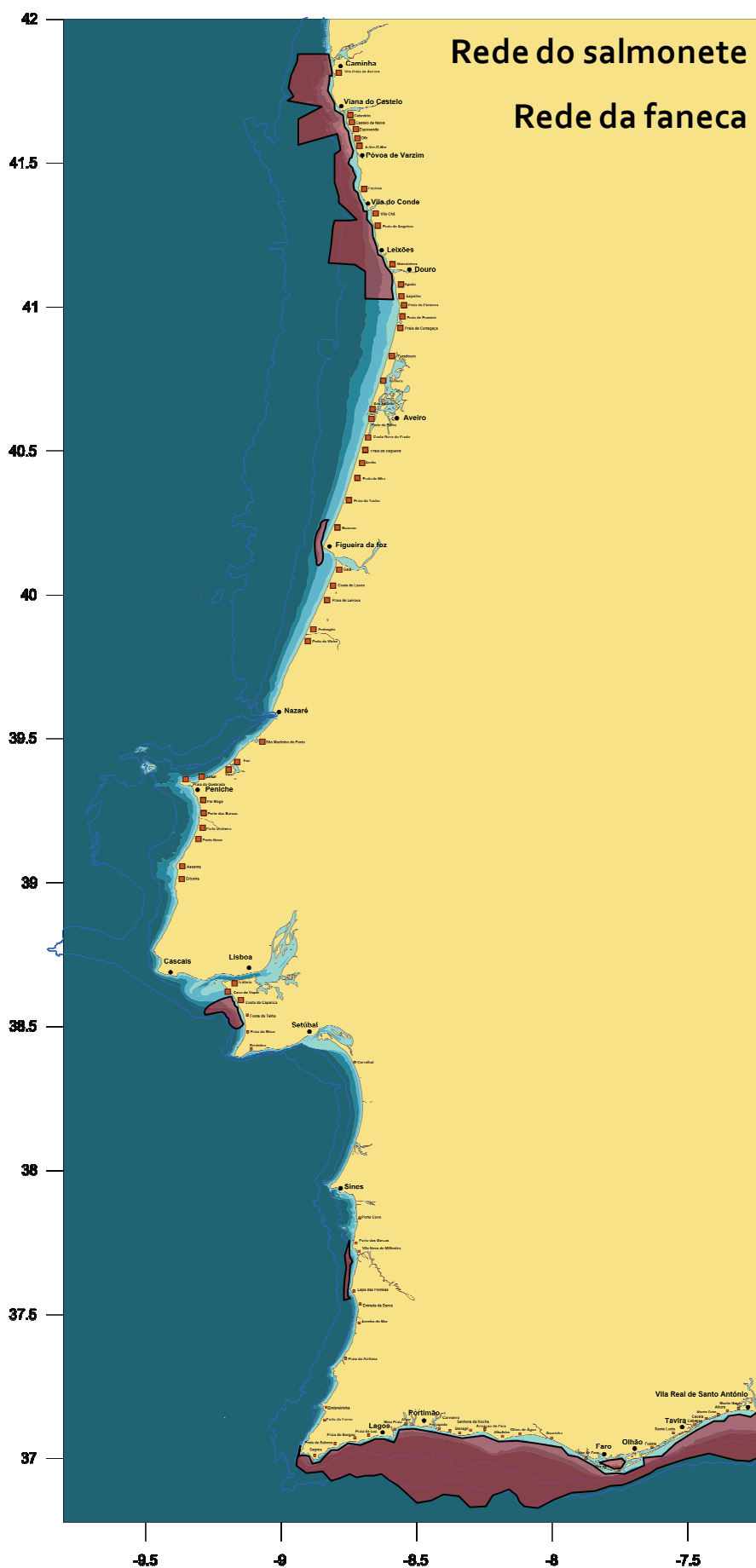
Mapas globais por arte de pesca

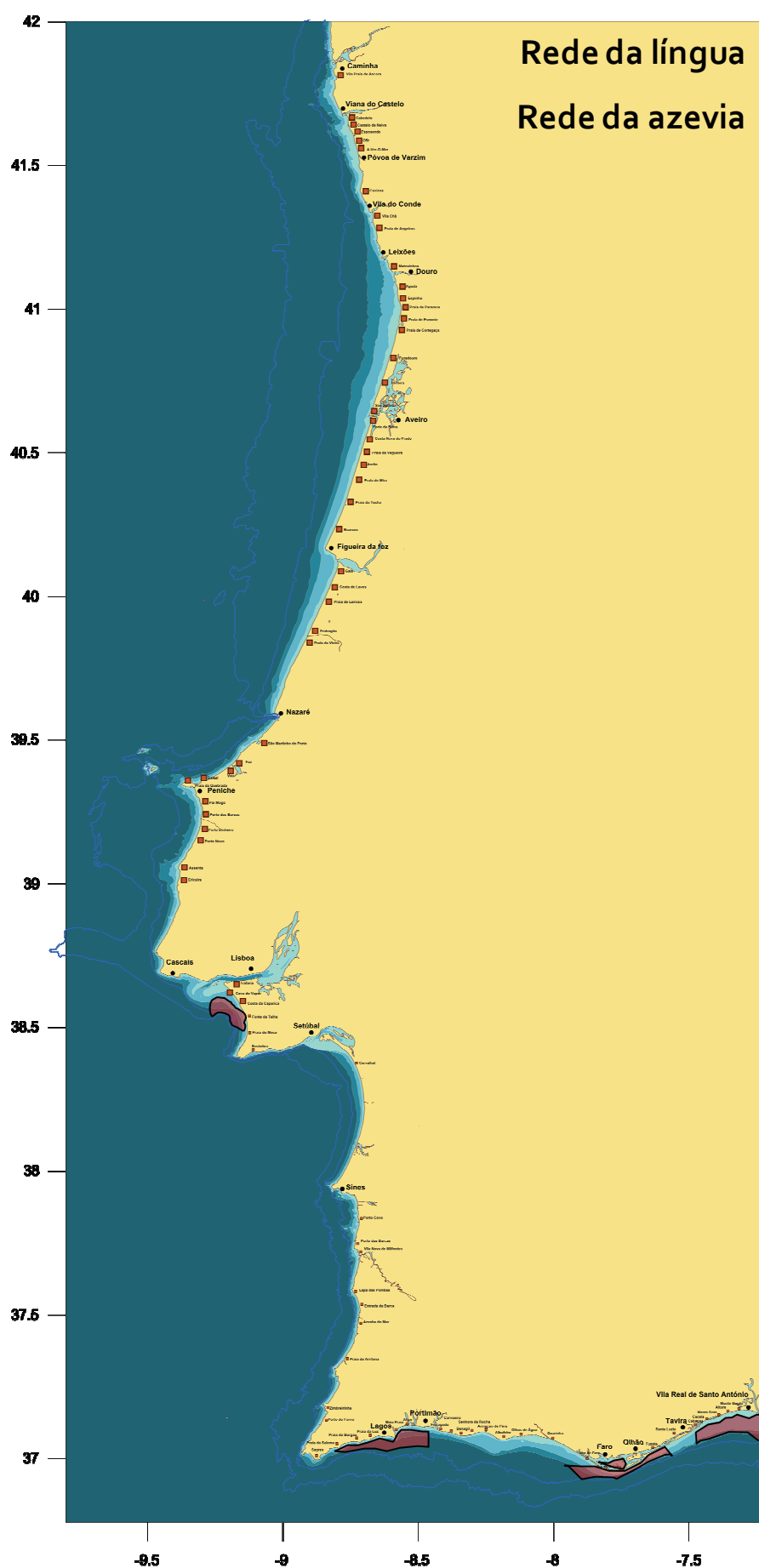
De modo a se ter uma melhor percepção da utilização de uma determinada arte de pesca (métier) ao longo da costa continental portuguesa, foram elaborados novos mapas que integram a informação relativa aos locais de operação das diferentes artes de pesca obtida em cada porto de pesca.

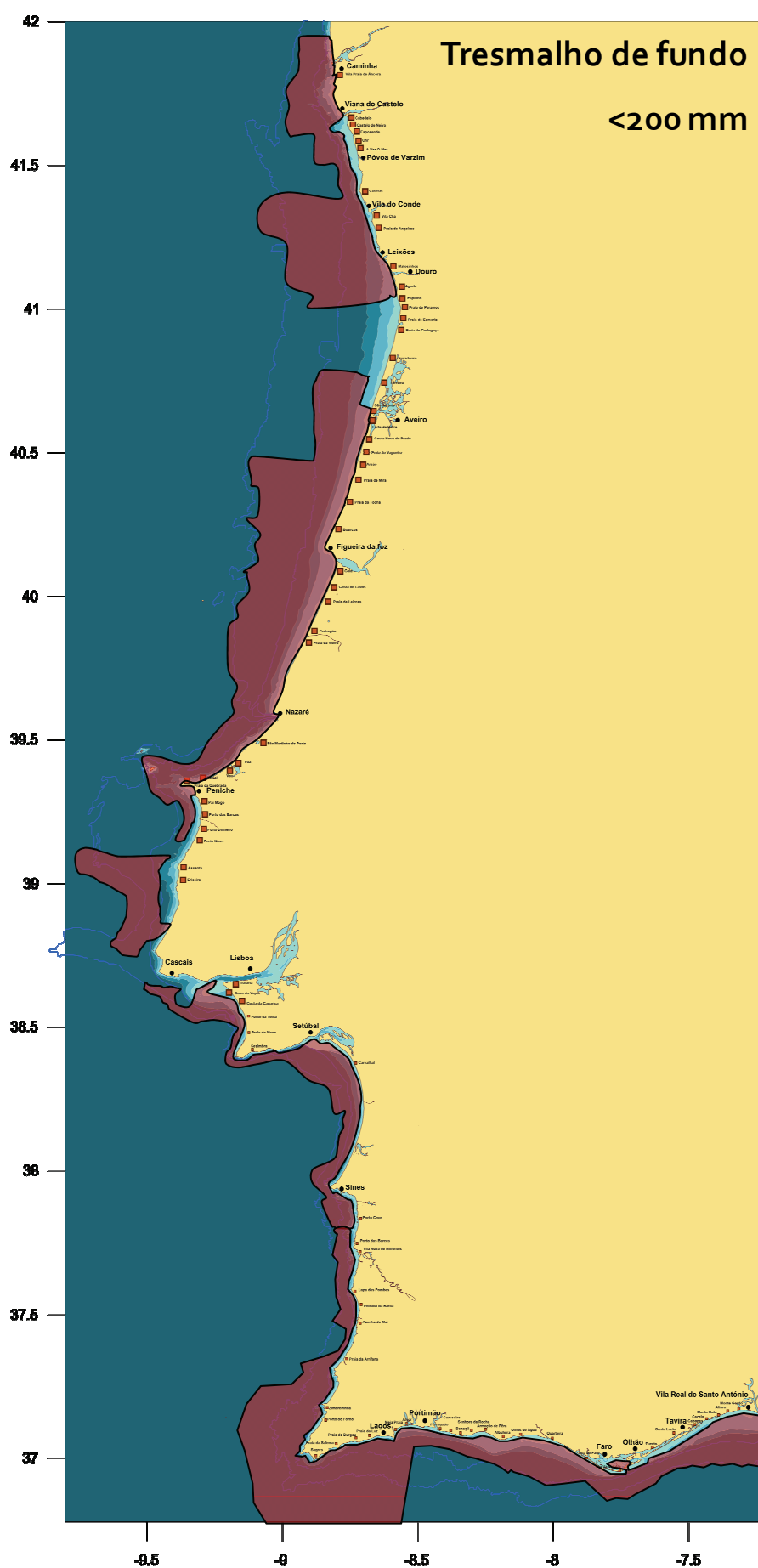


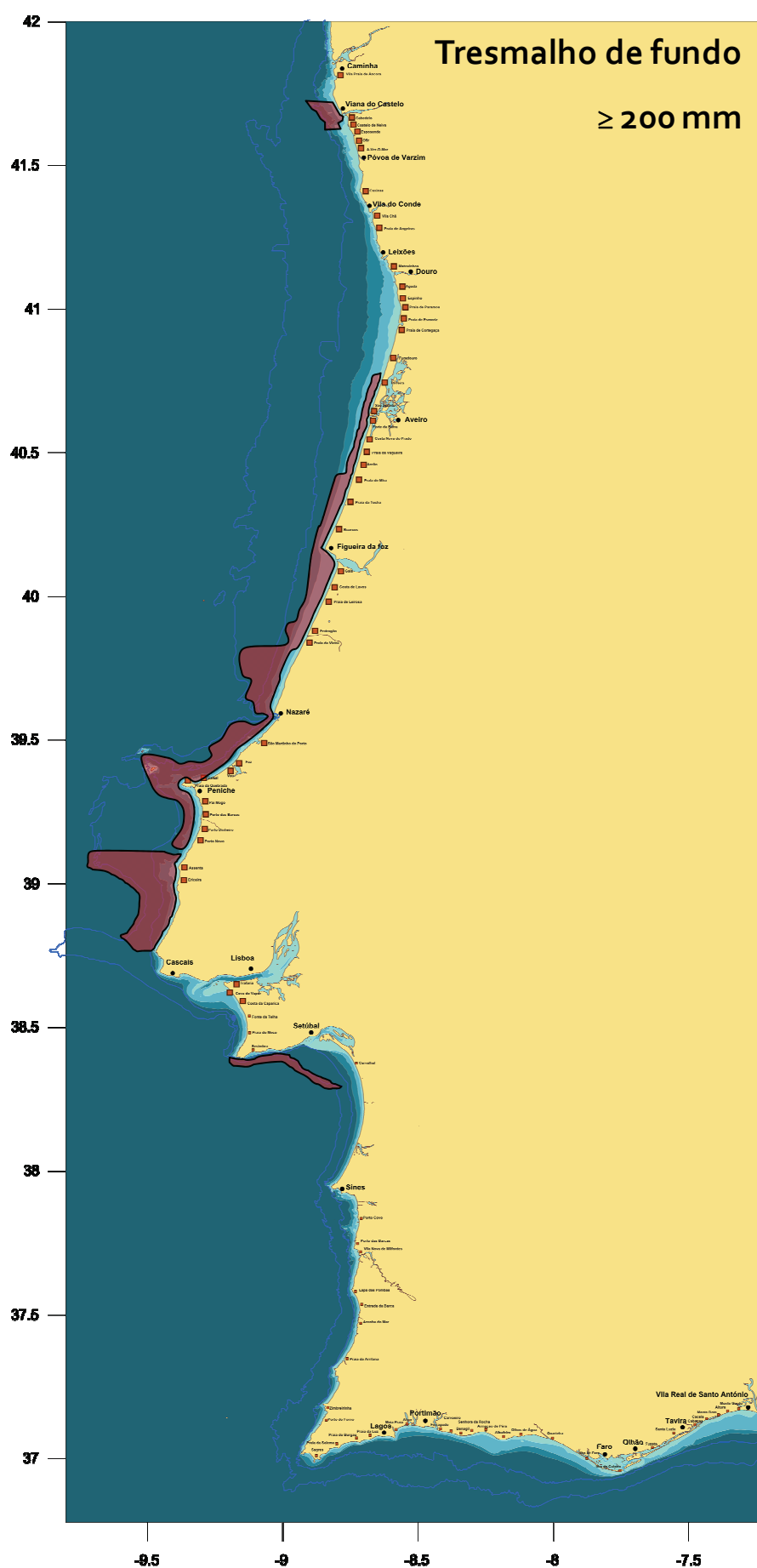


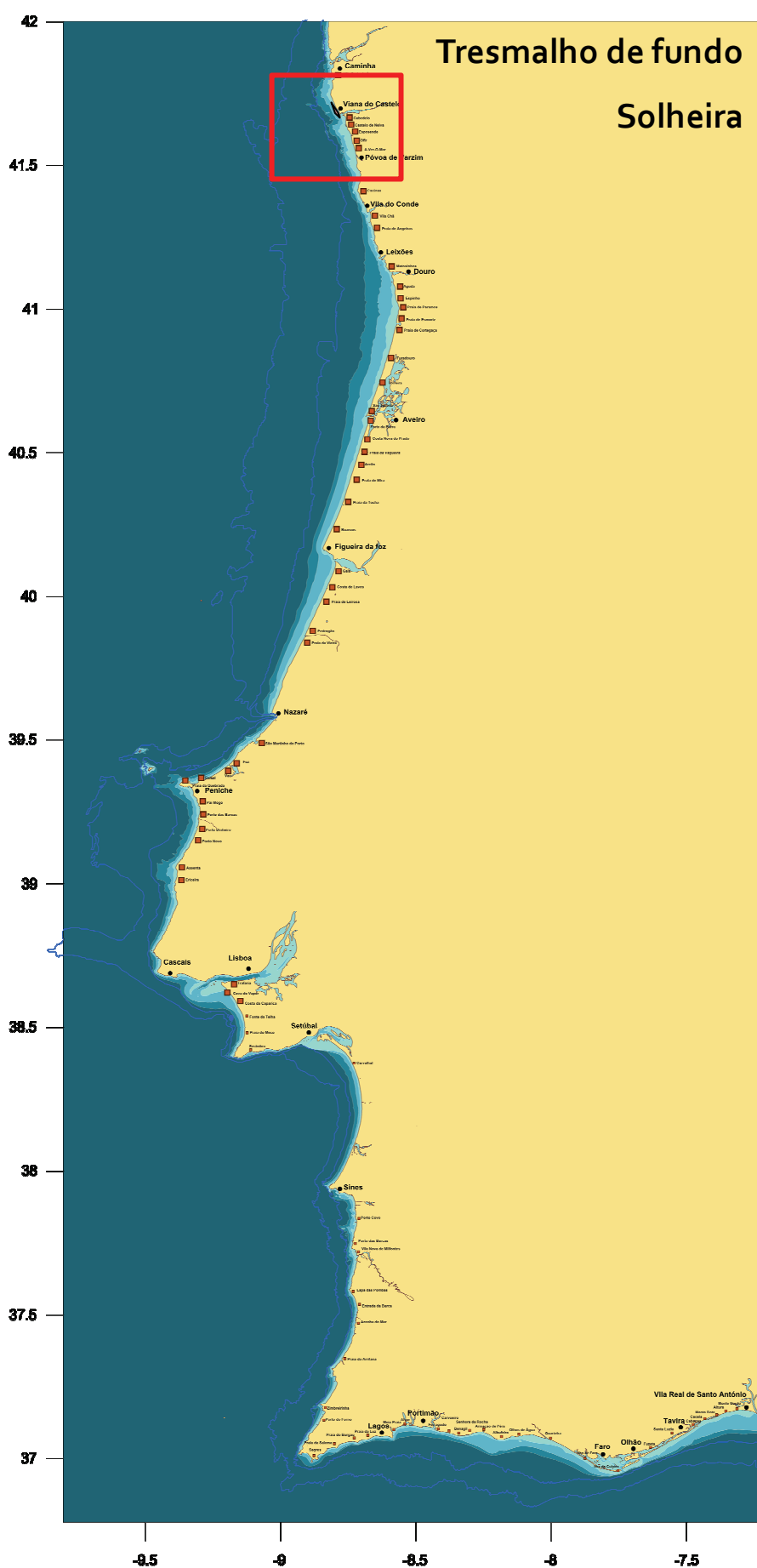


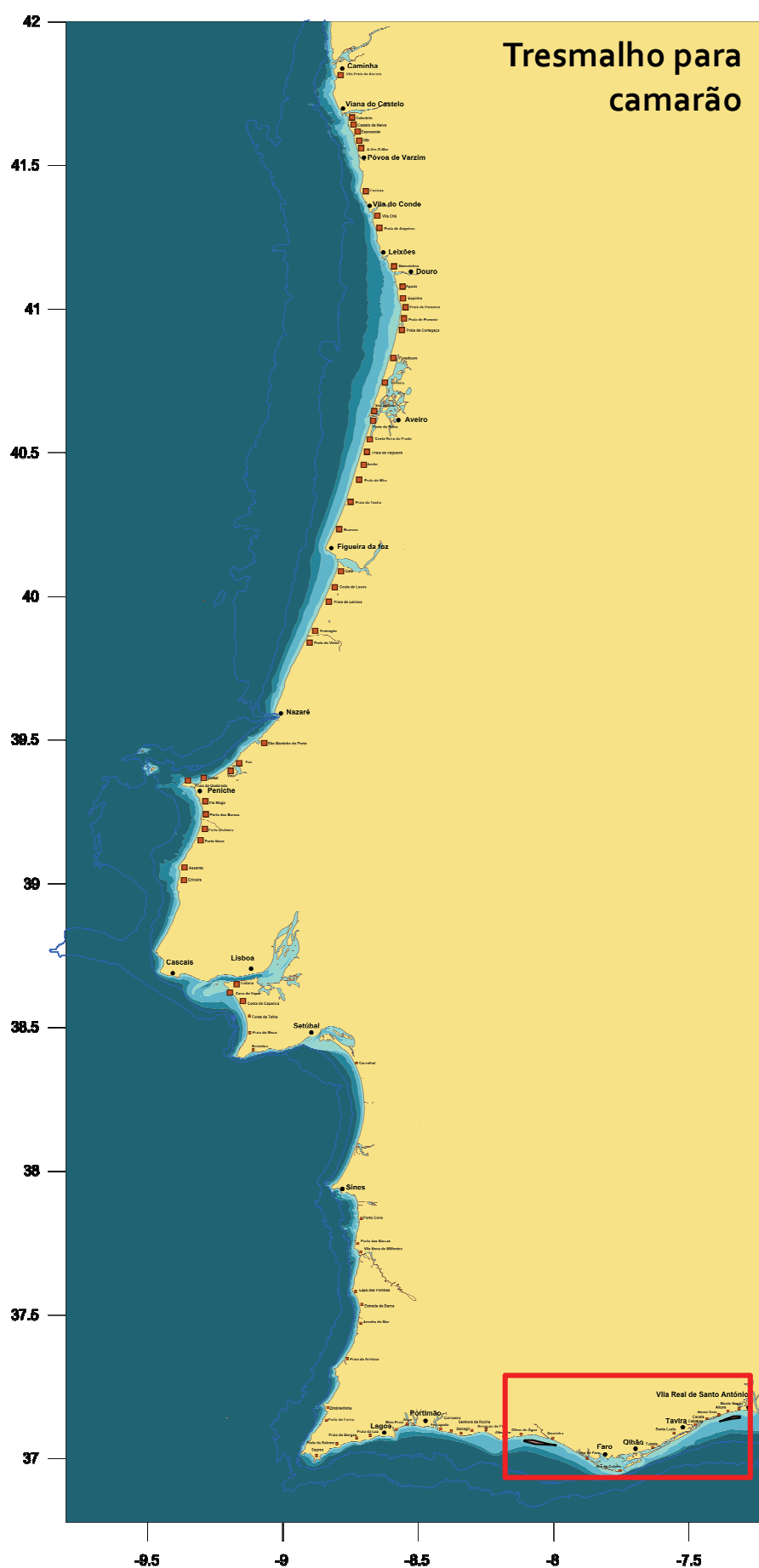


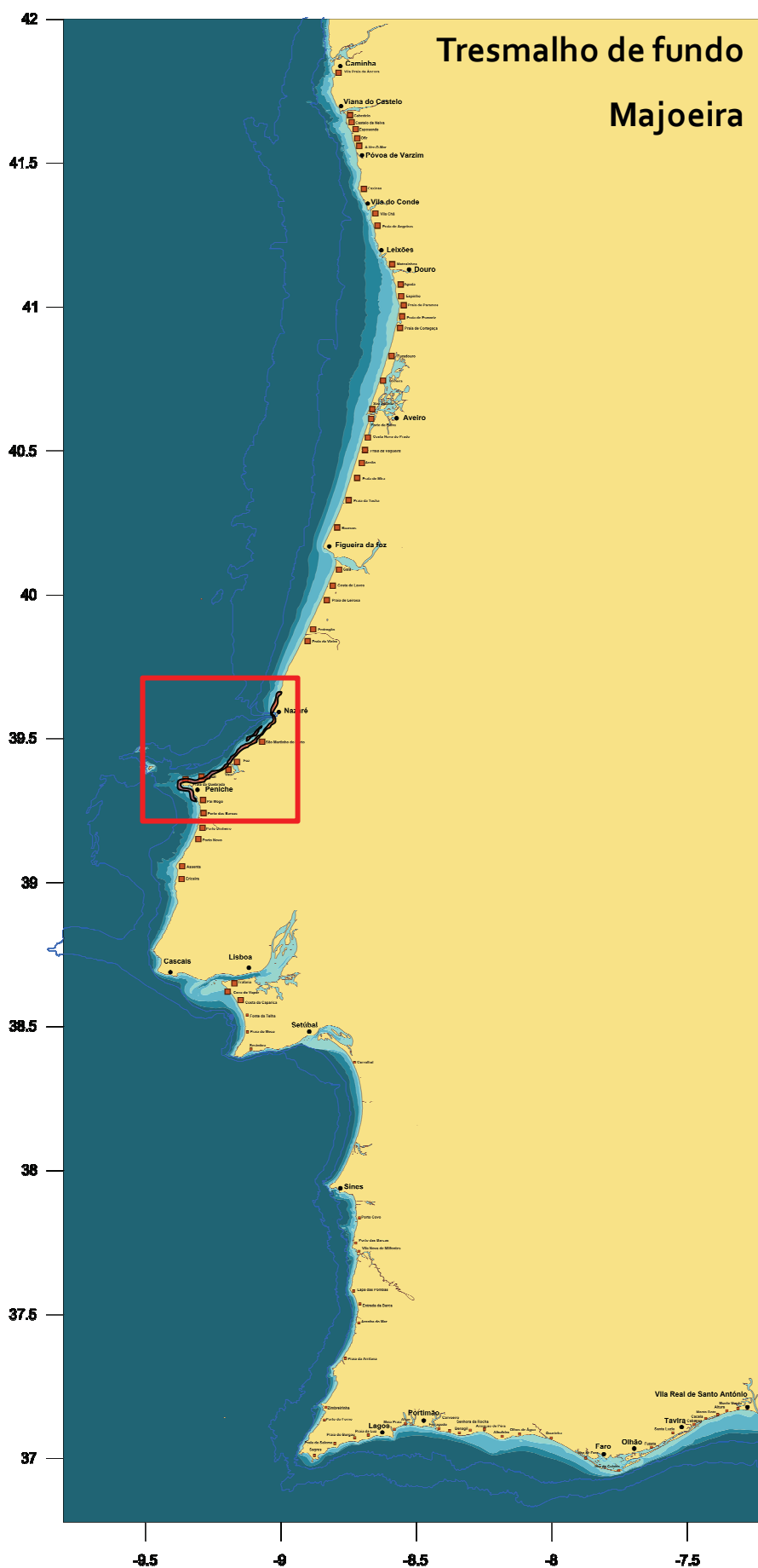


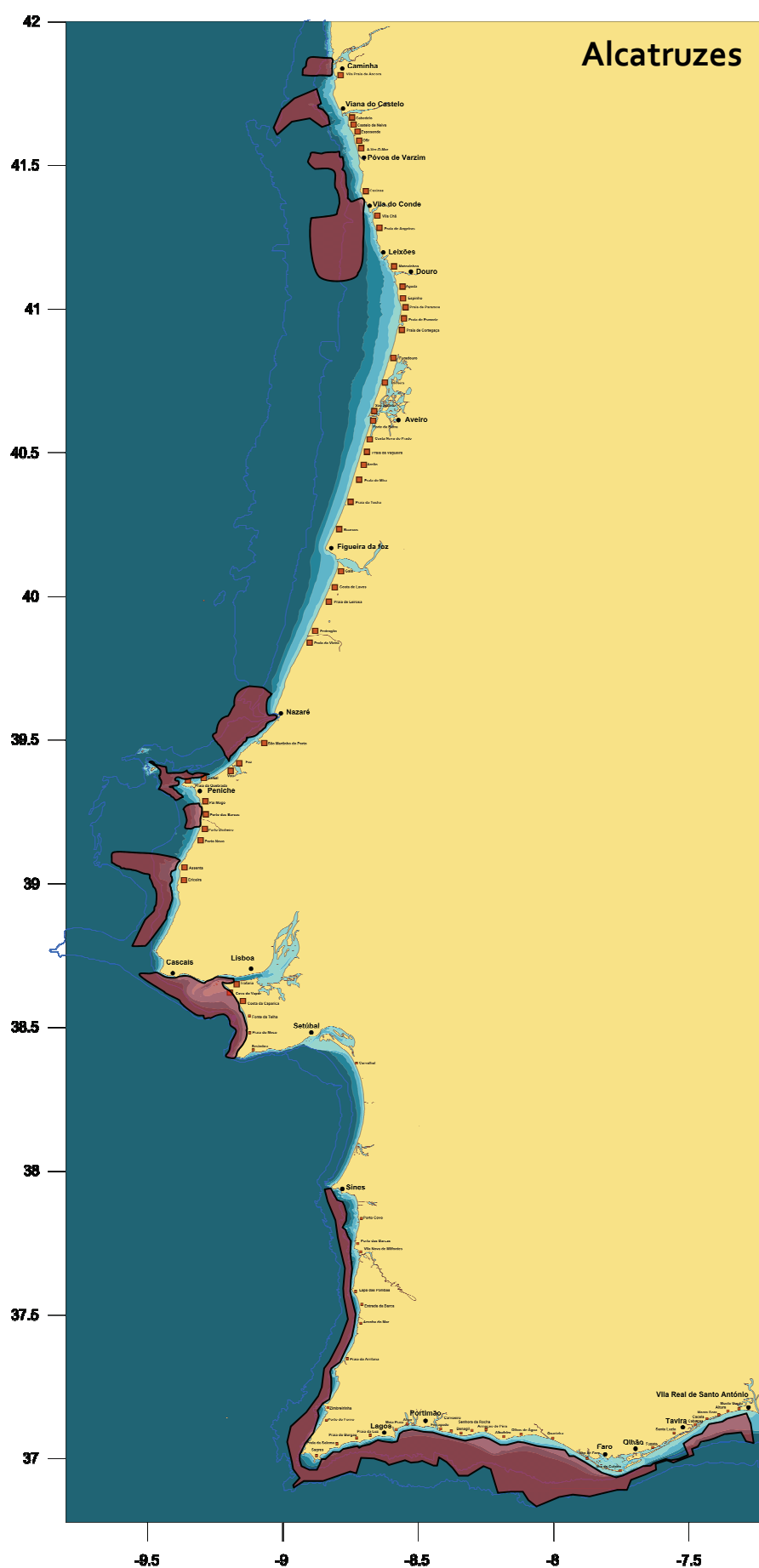


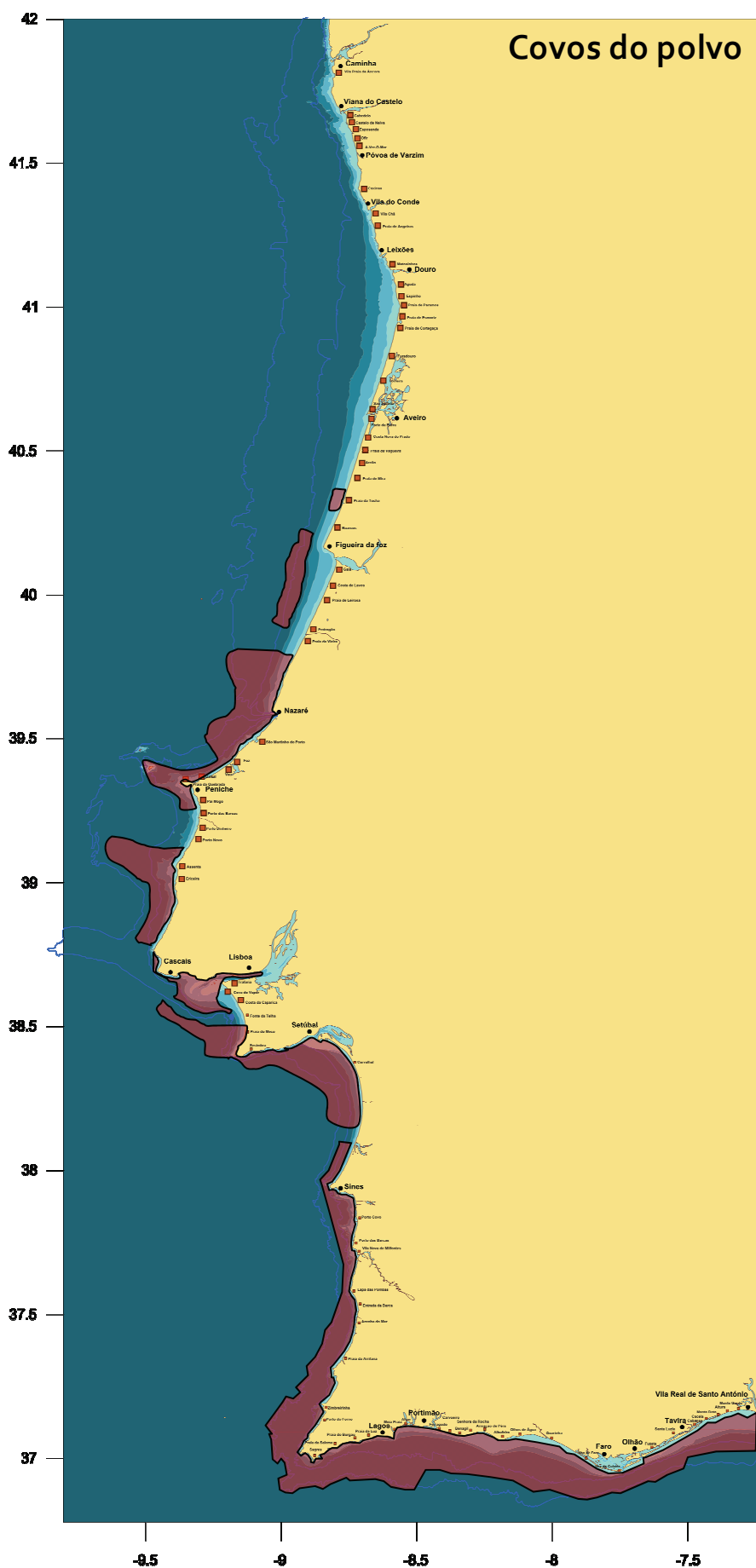


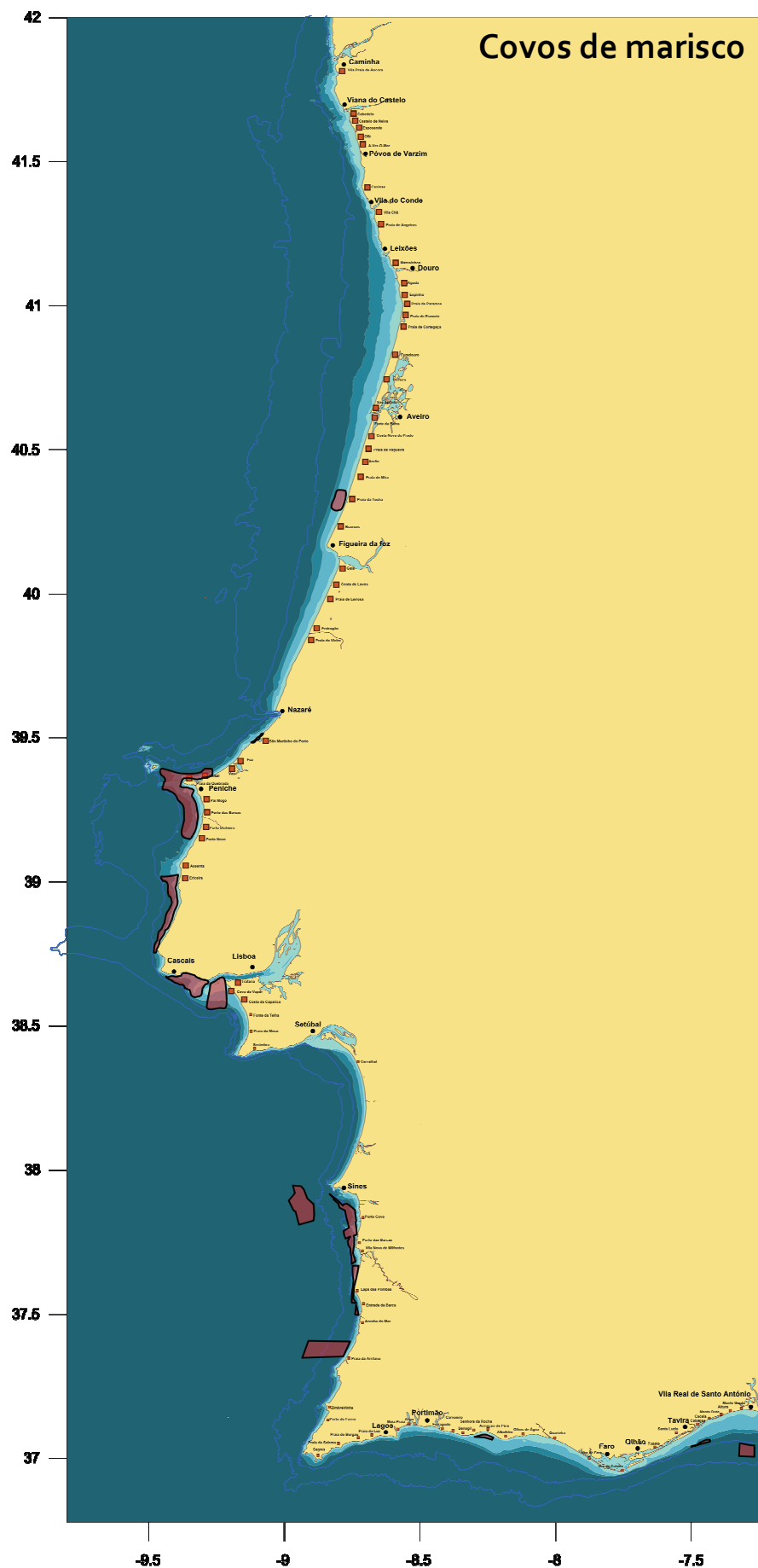


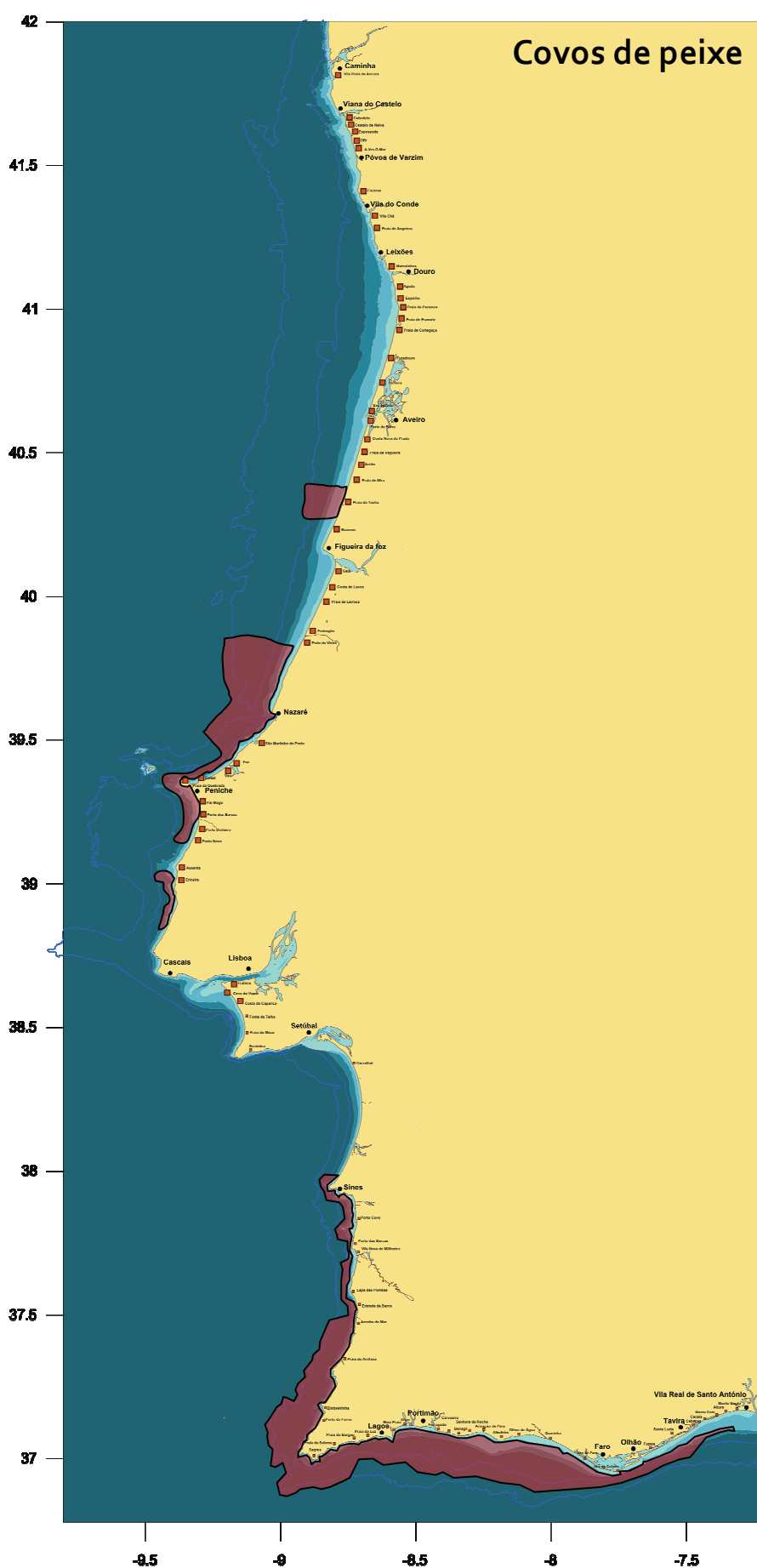


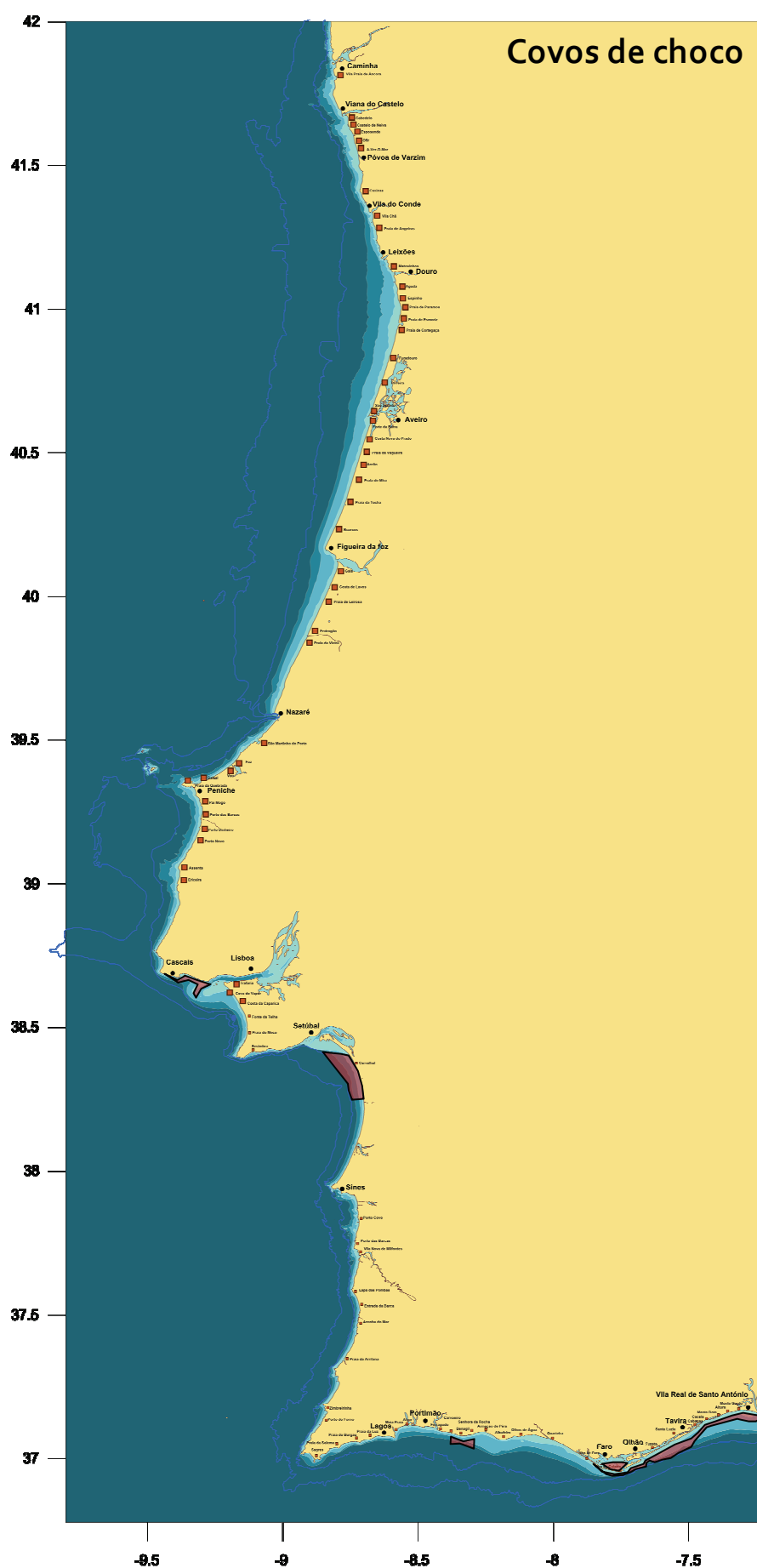


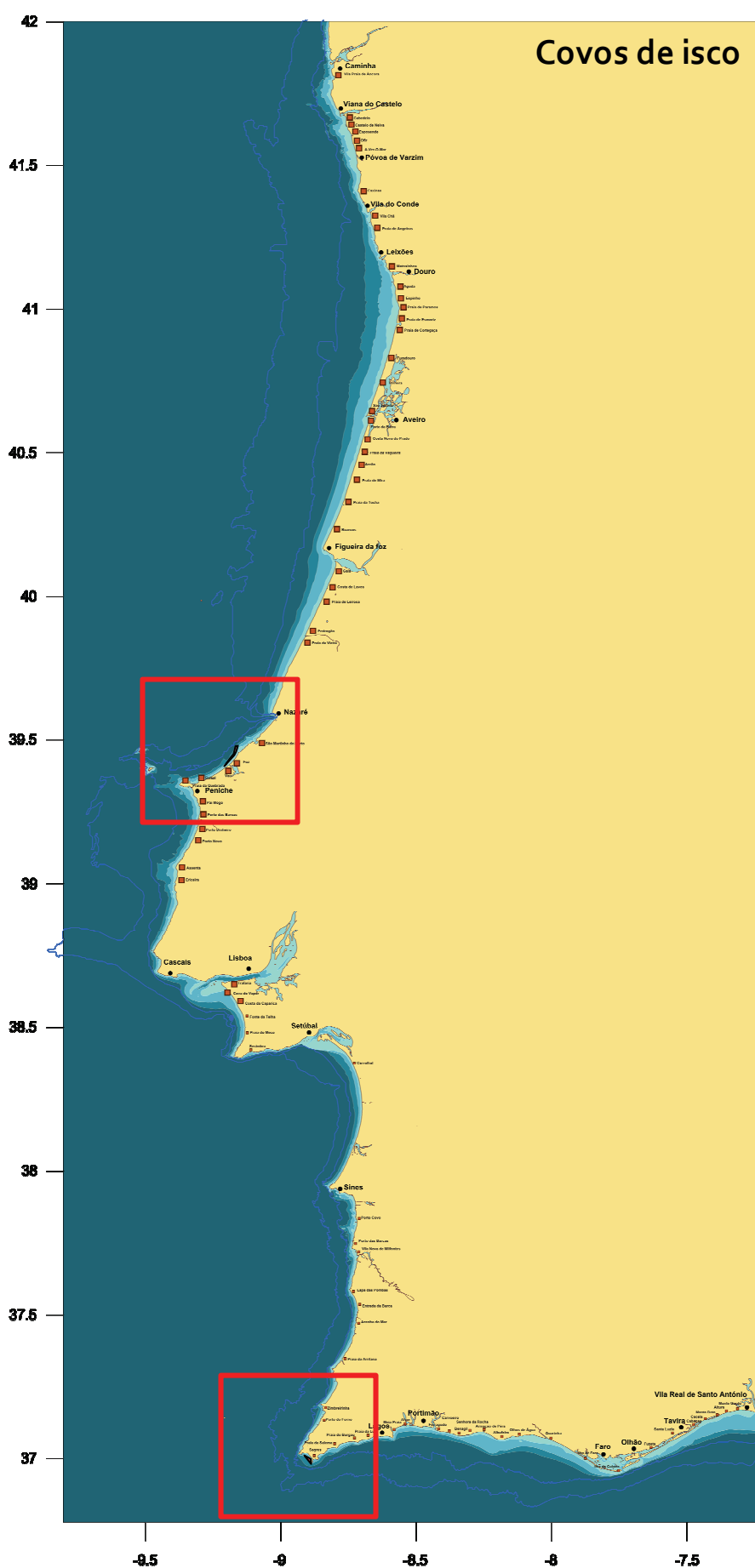


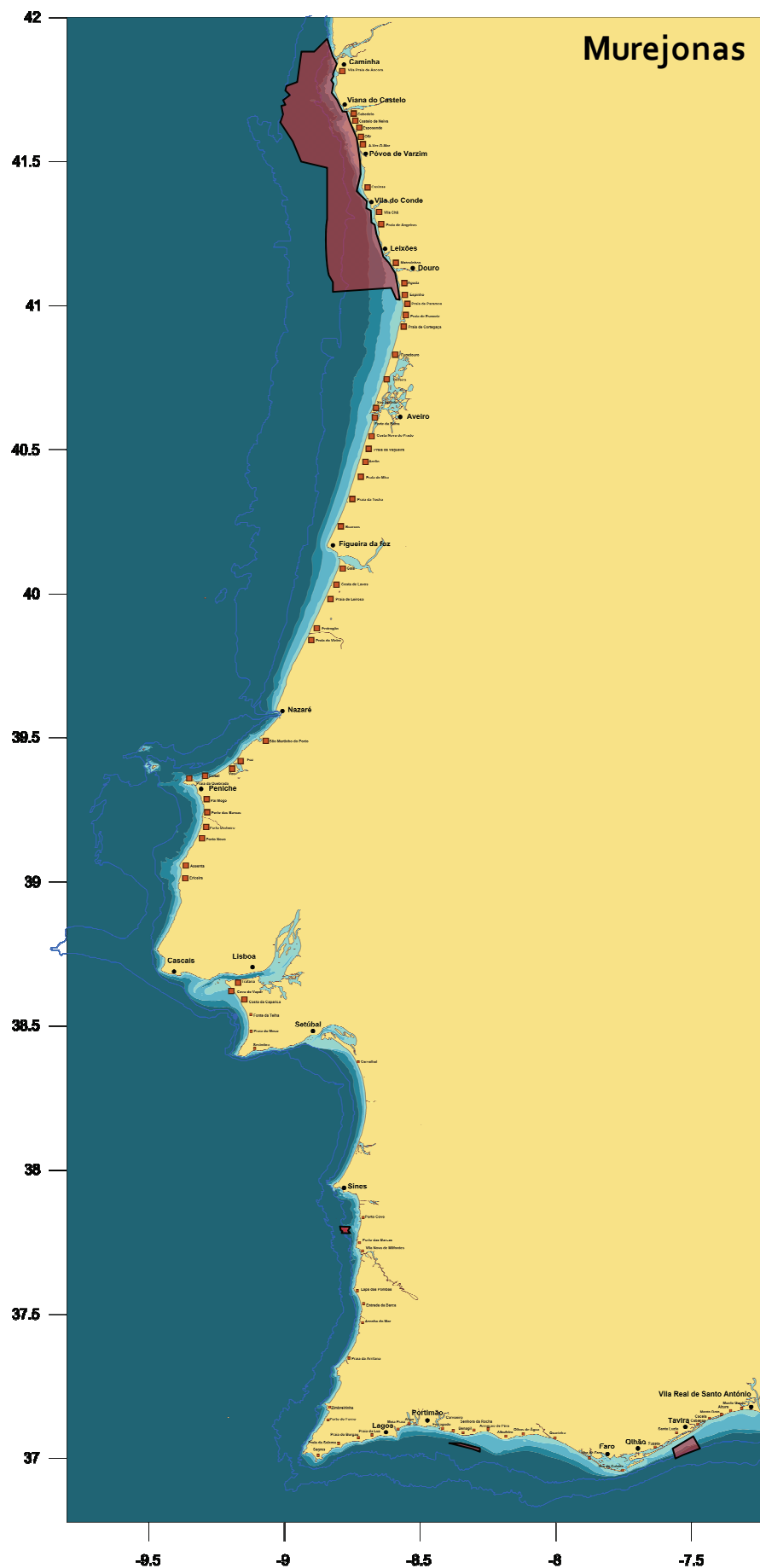




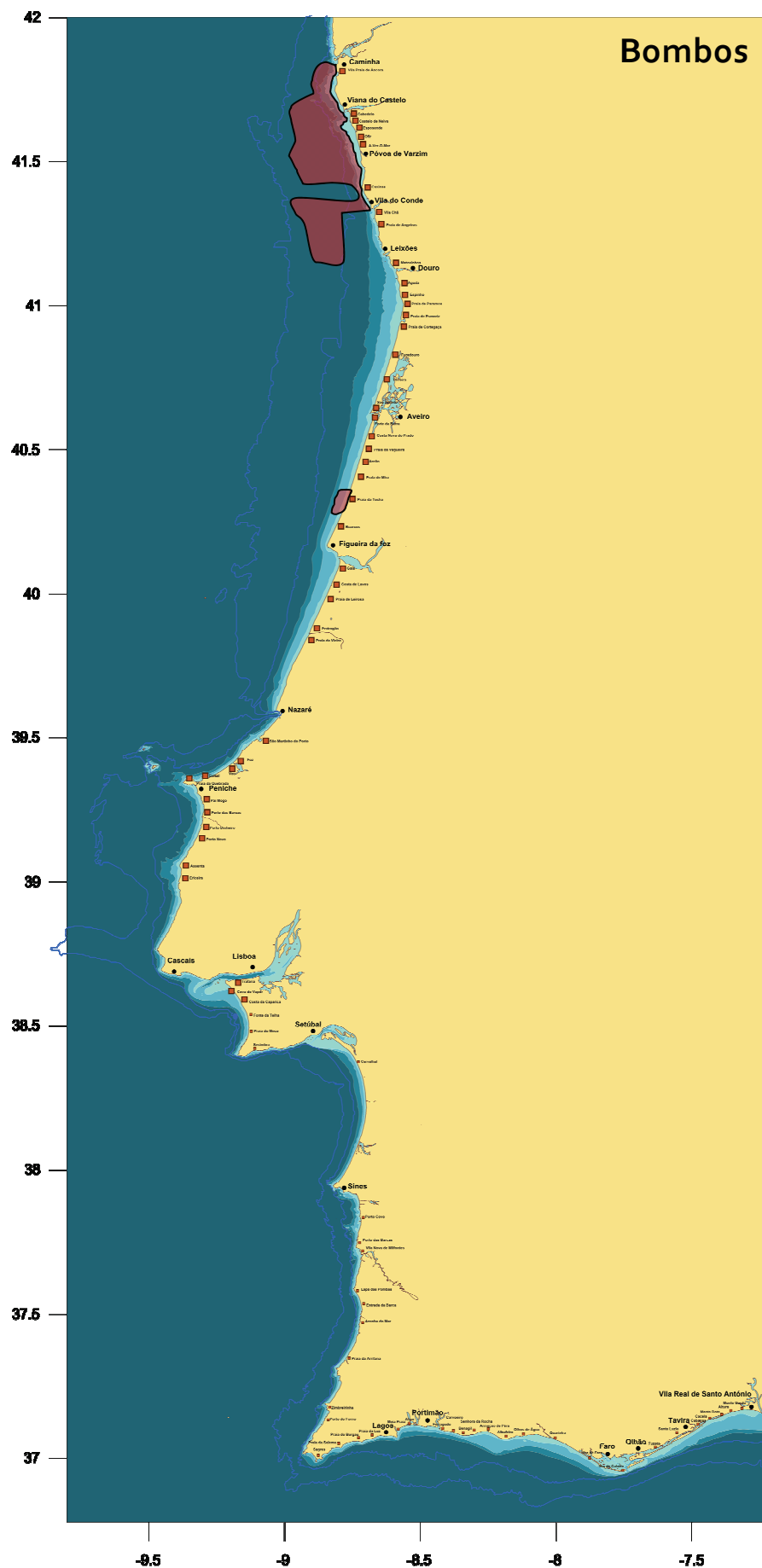


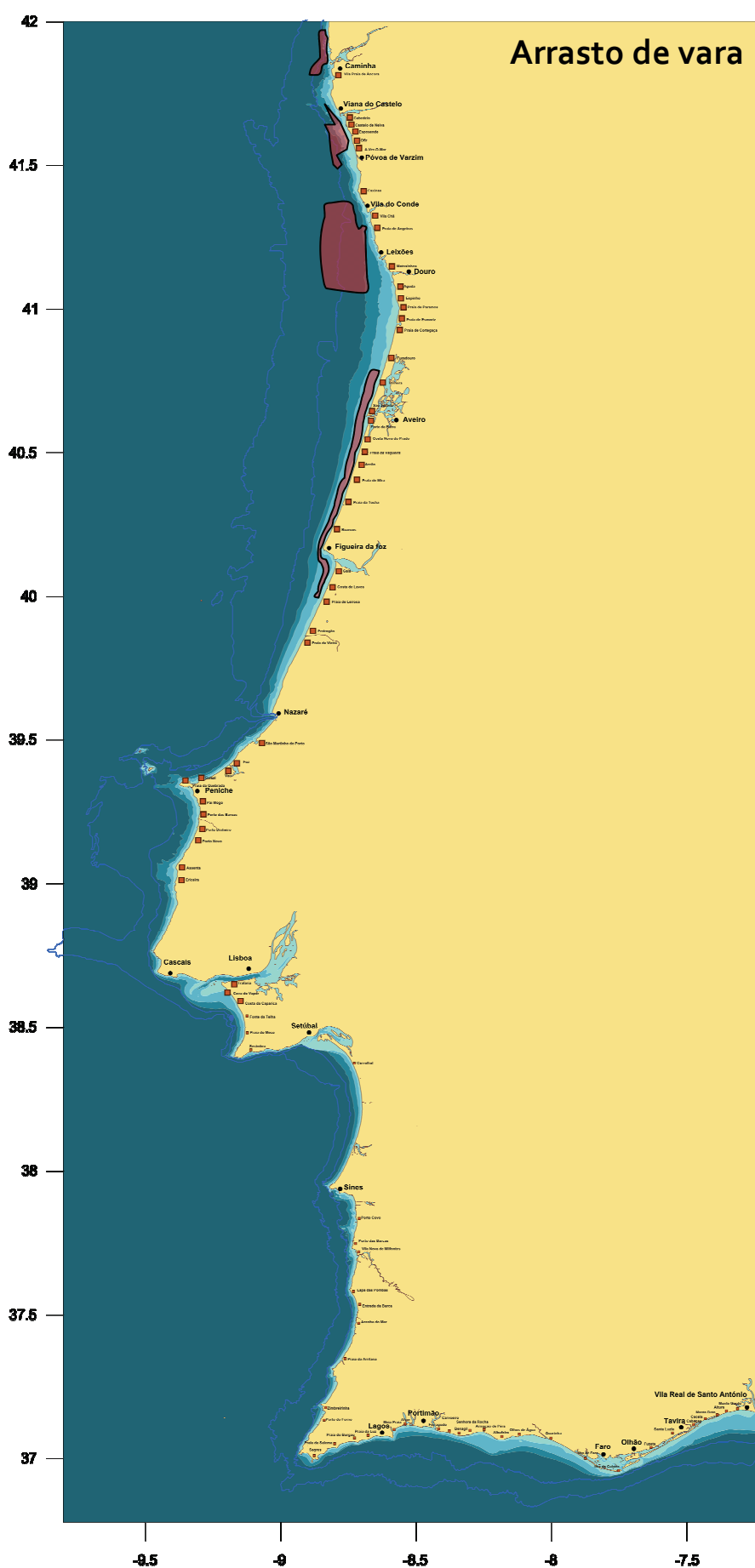


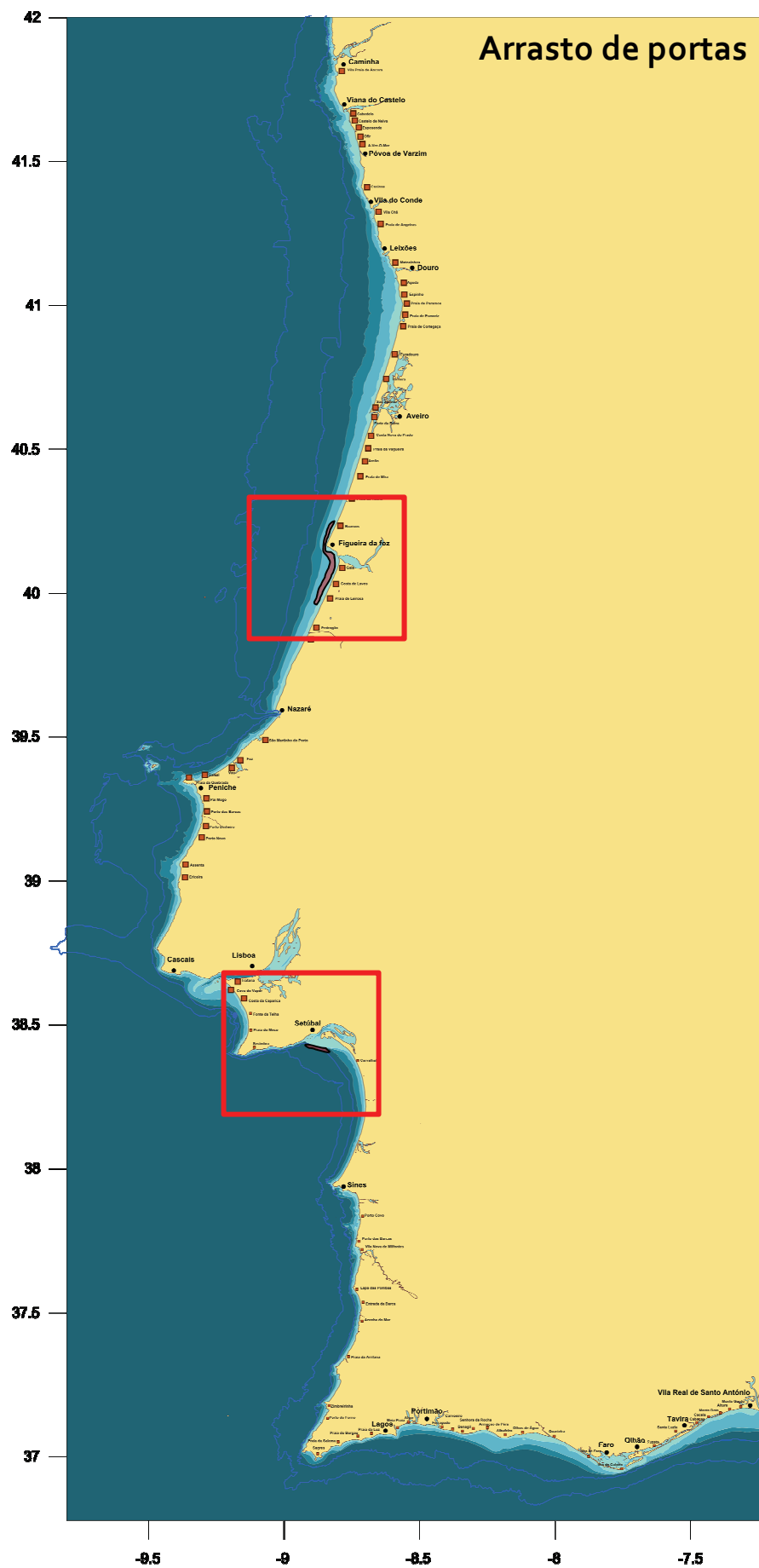


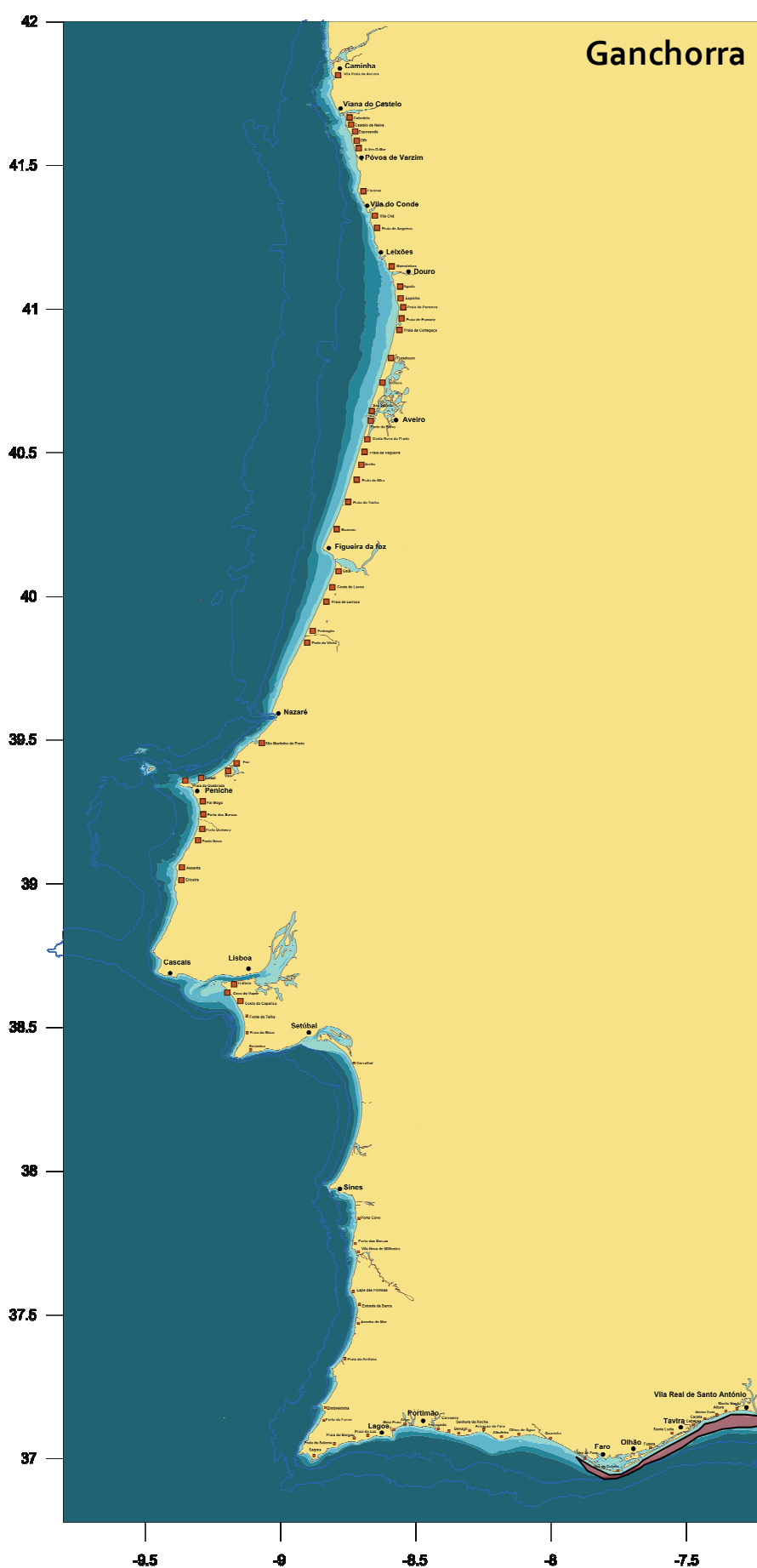


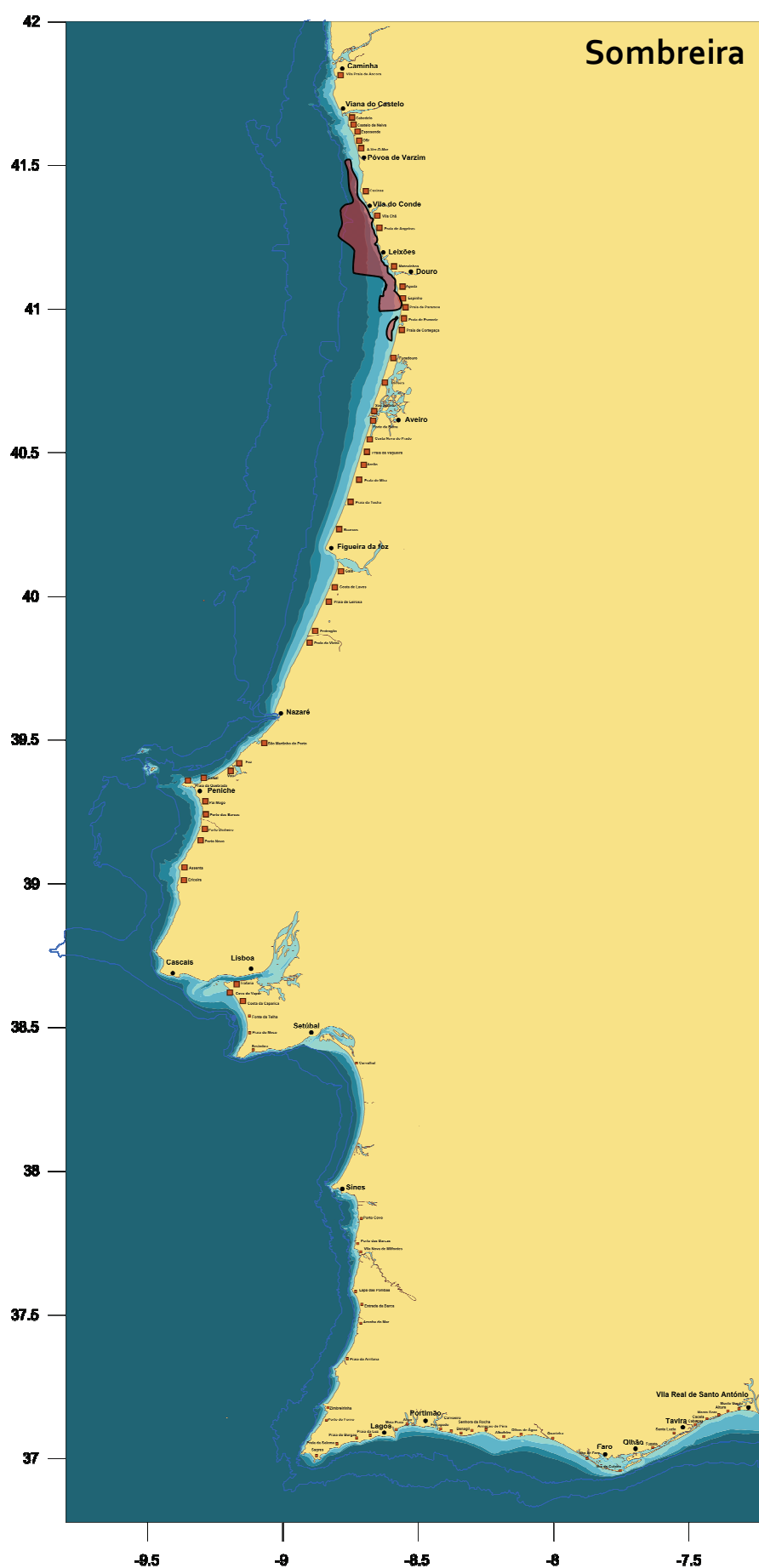


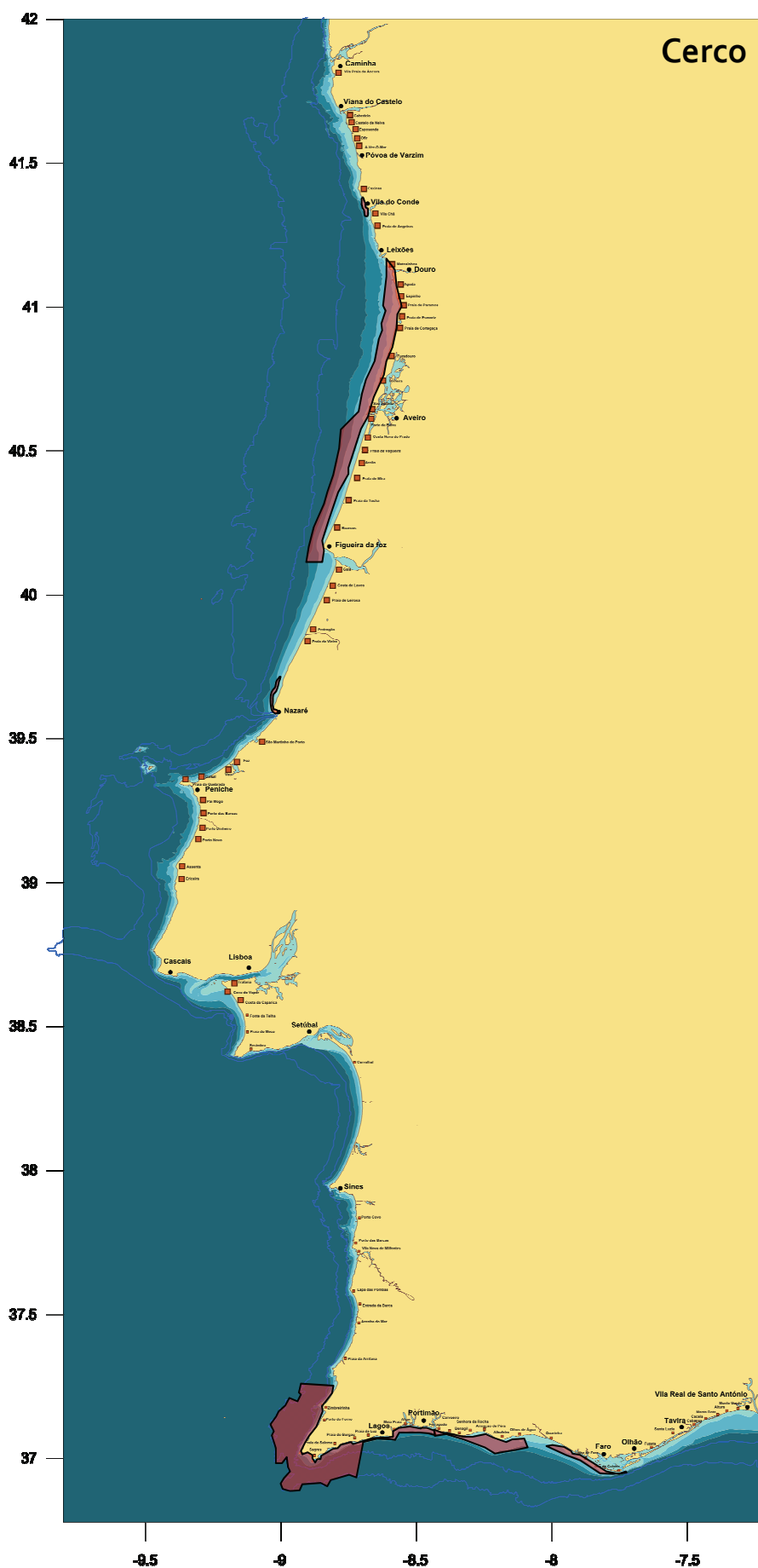


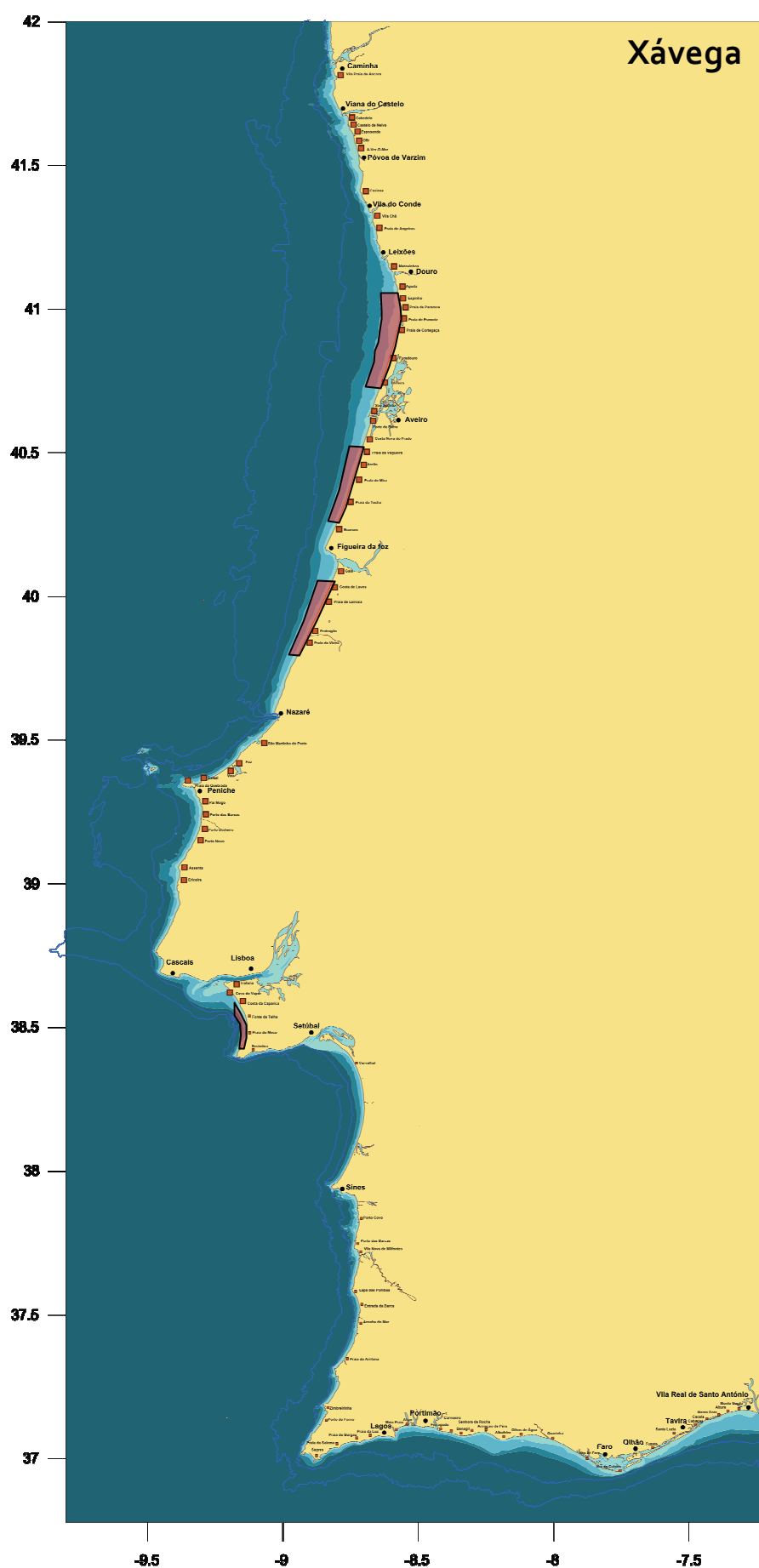


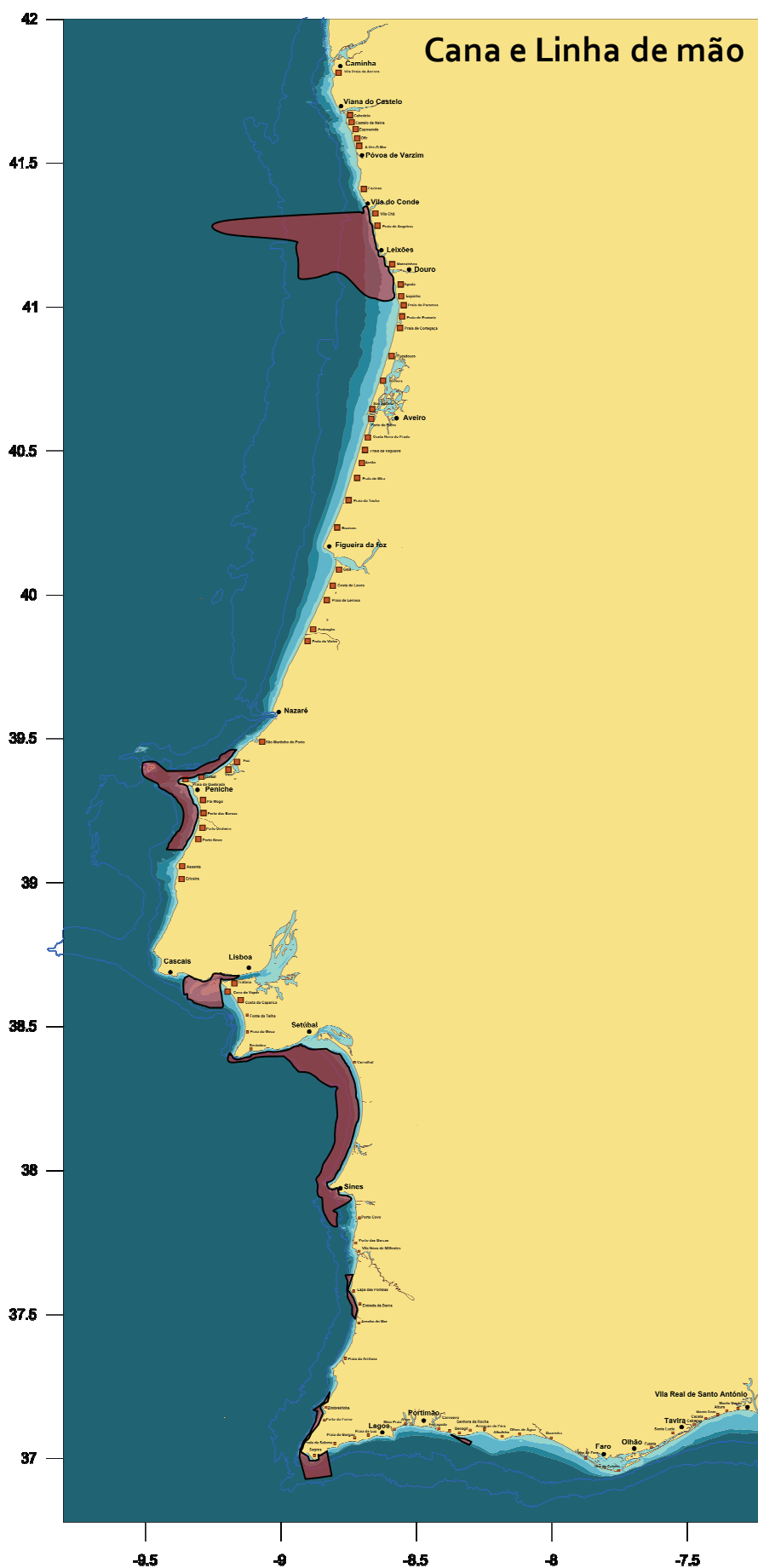


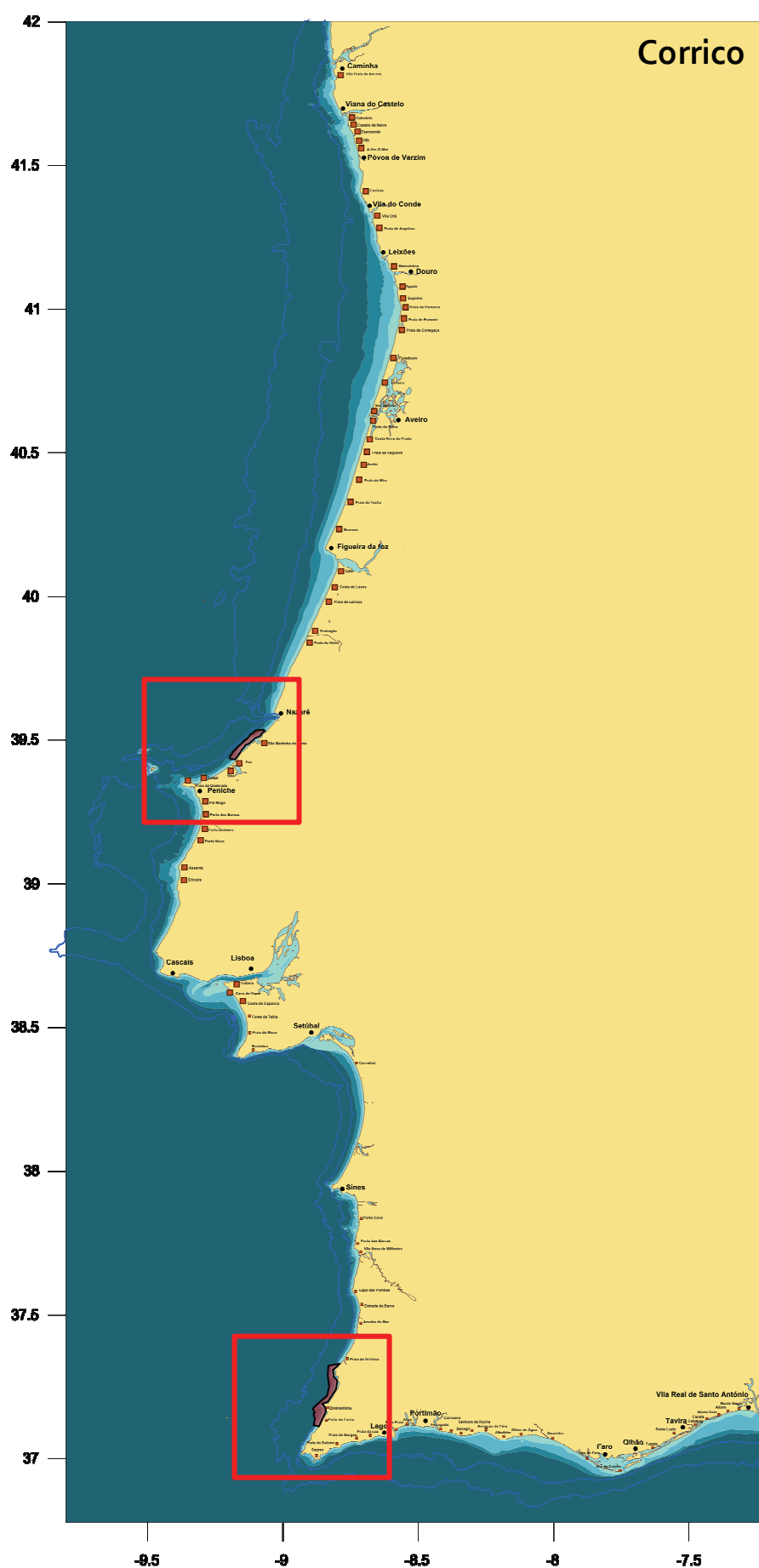


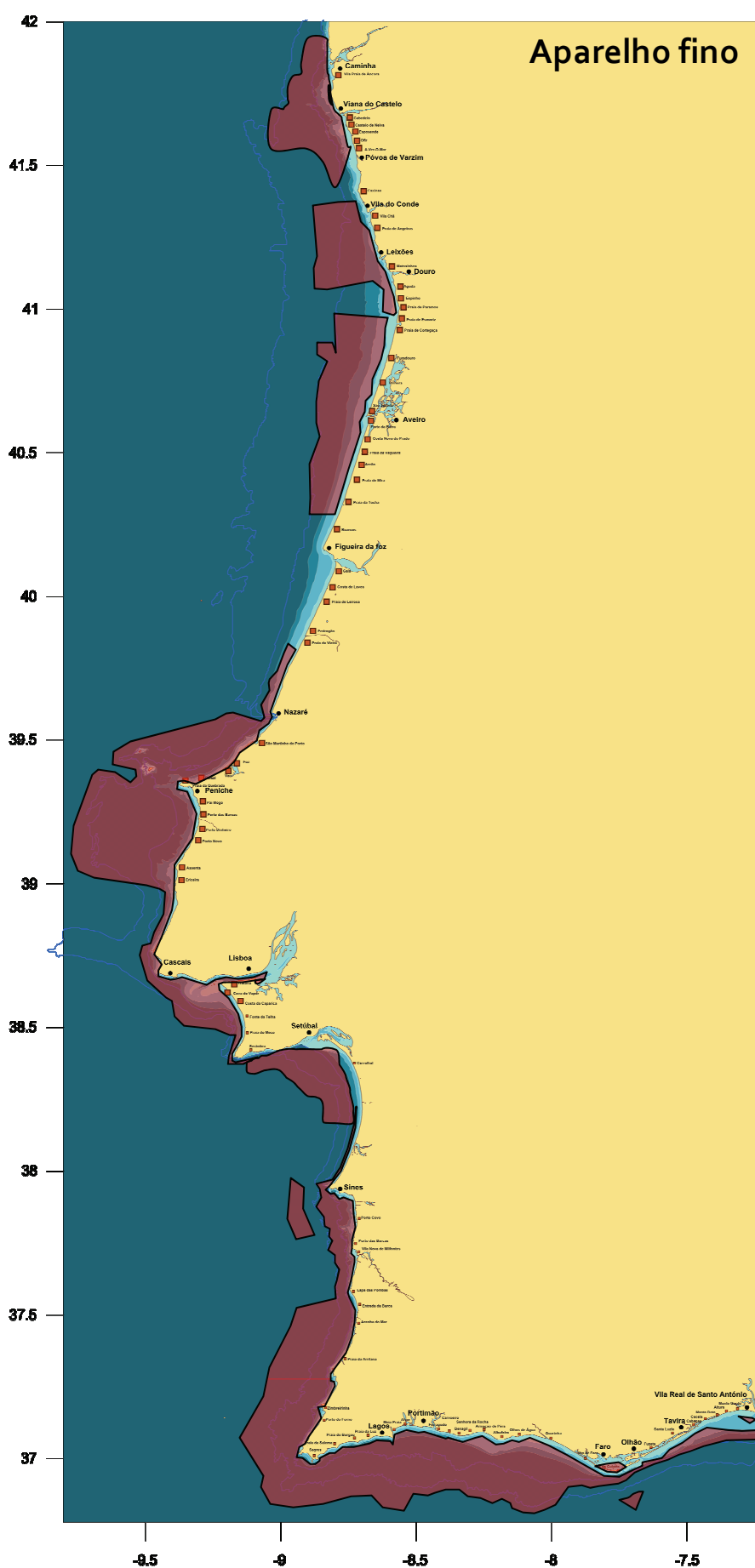


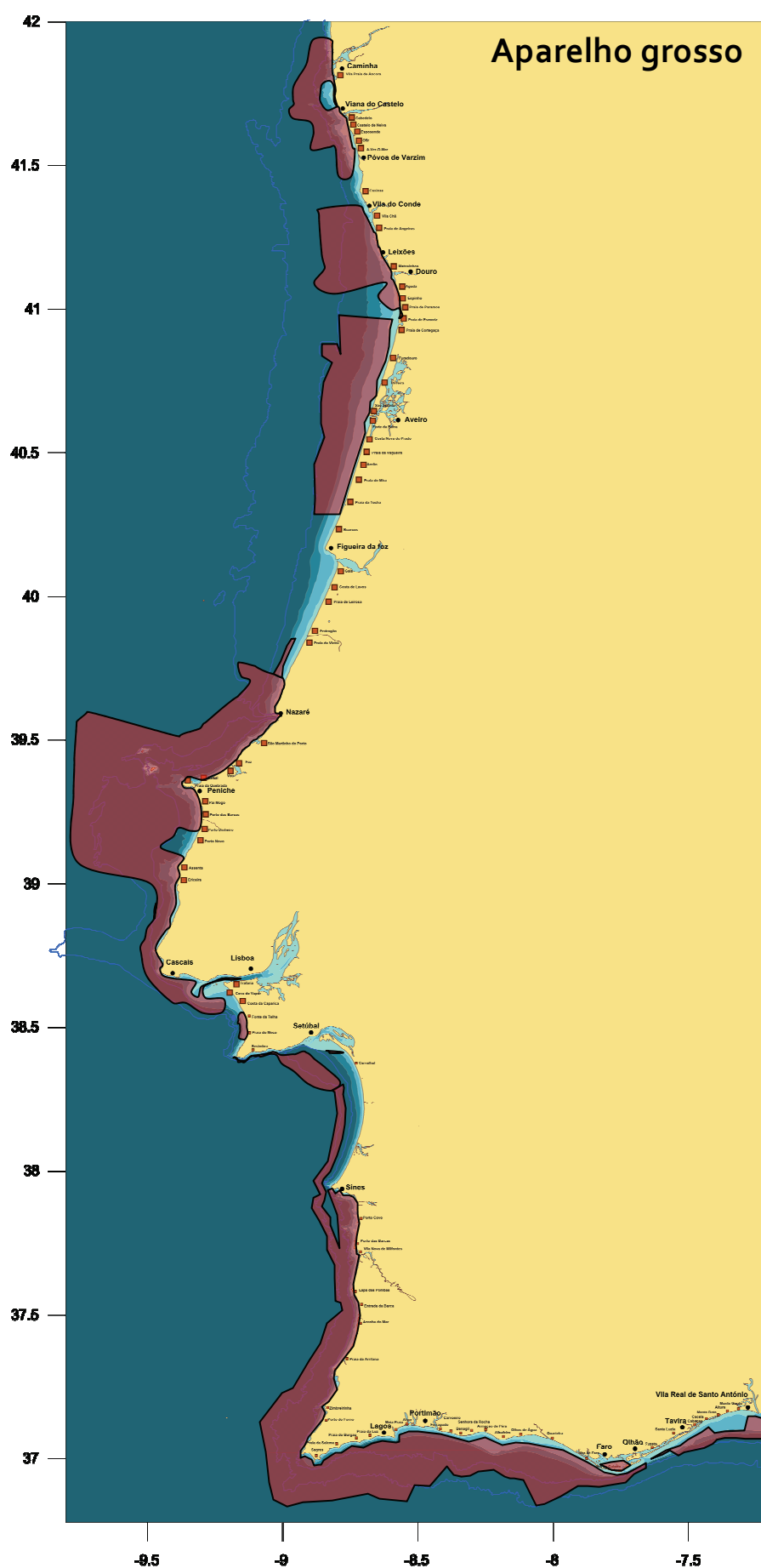


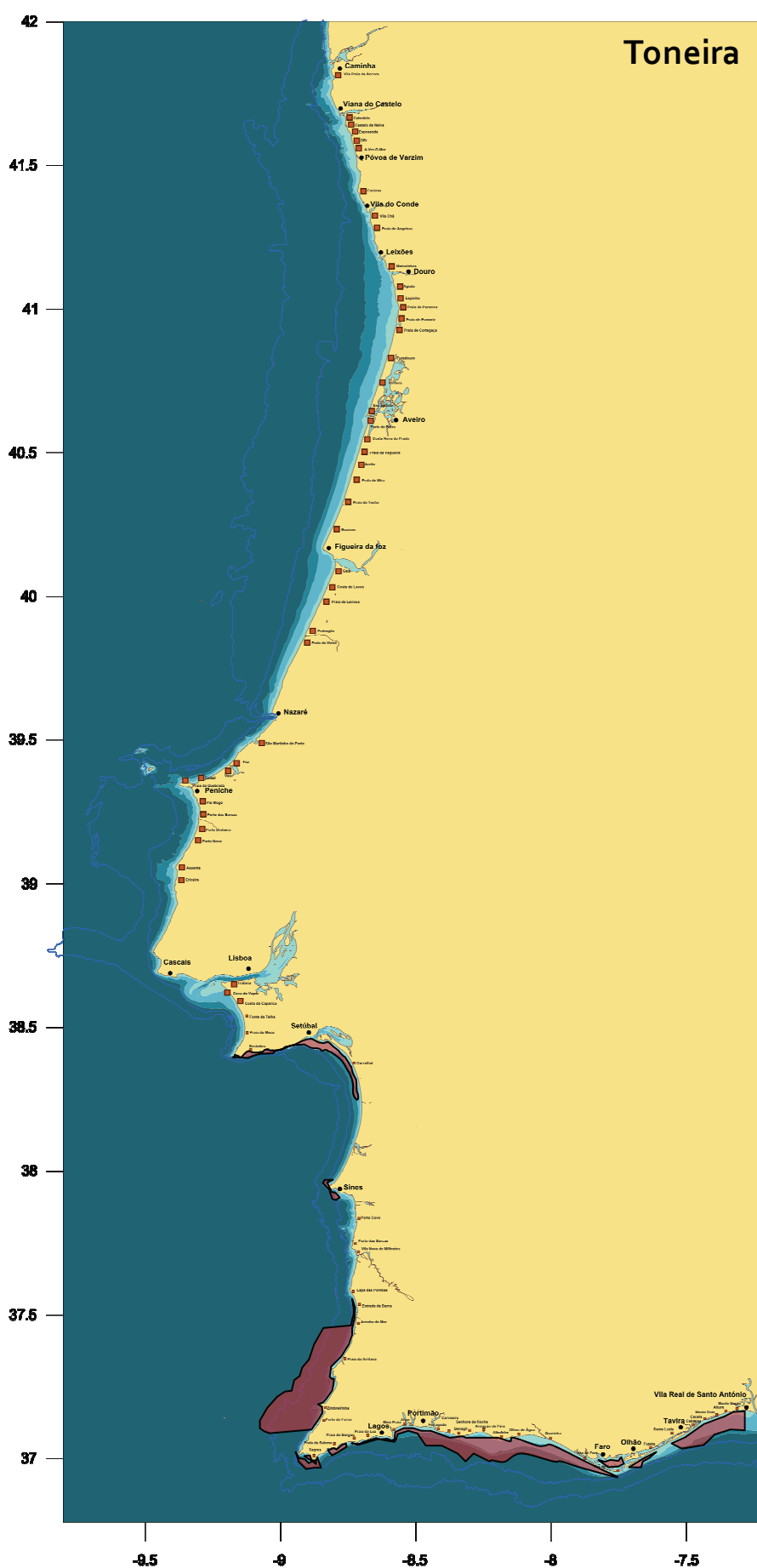


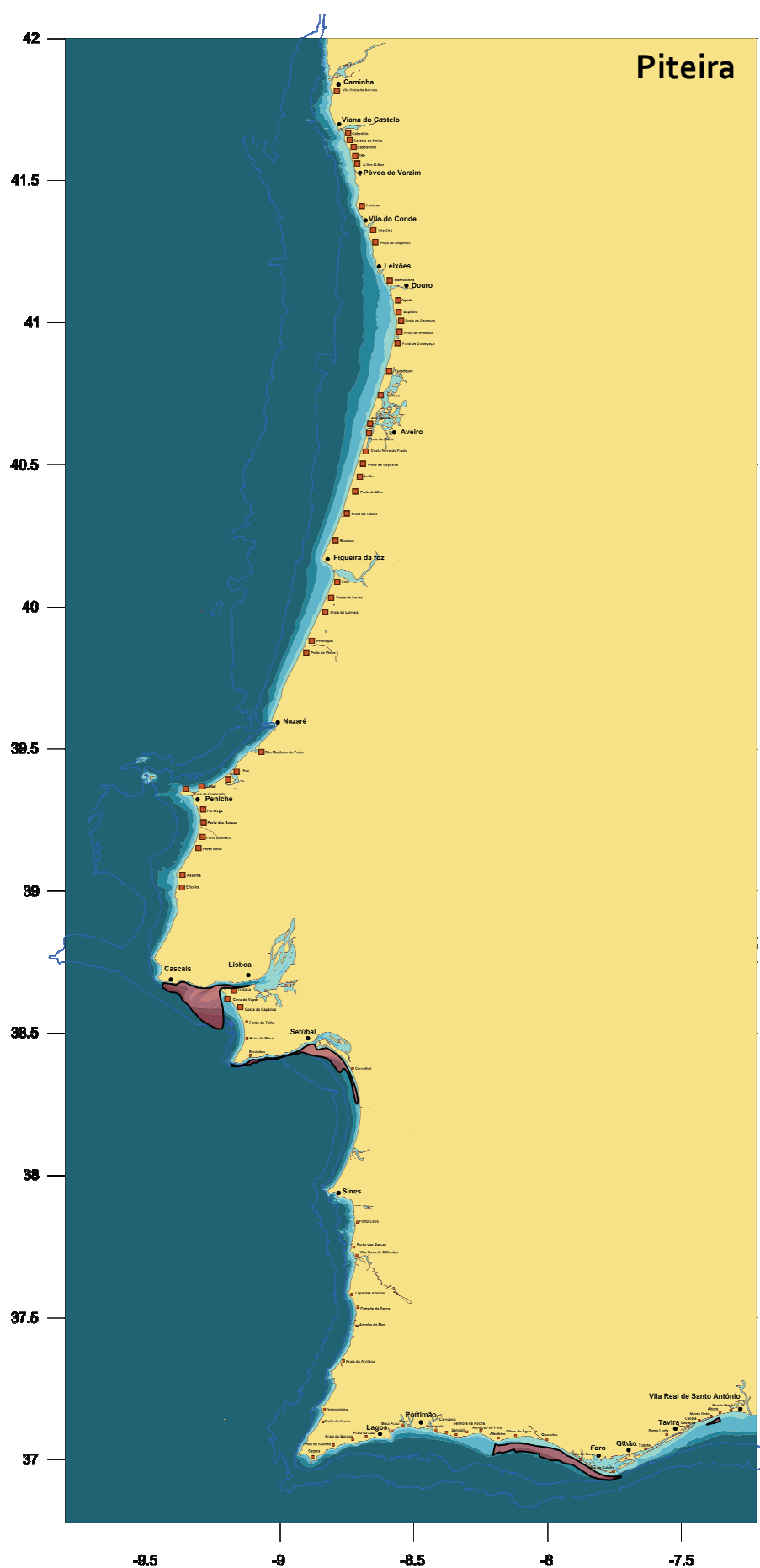












Parte 3

Problemas sentidos pela frota local

Principais problemas que afectam a frota da pequena pesca.

Os mestres da pequena pesca identificaram 27 problemas (Fig. 4) que comprometem a sustentabilidade da sua actividade a curto/médio prazo. De modo a facilitar a sua análise, optou-se por agrupar estes problemas em três categorias (Fig. 4): 1. Gestão da Pesca; 2. Controlo e Fiscalização; e 3. Comercialização / Custos de operação.

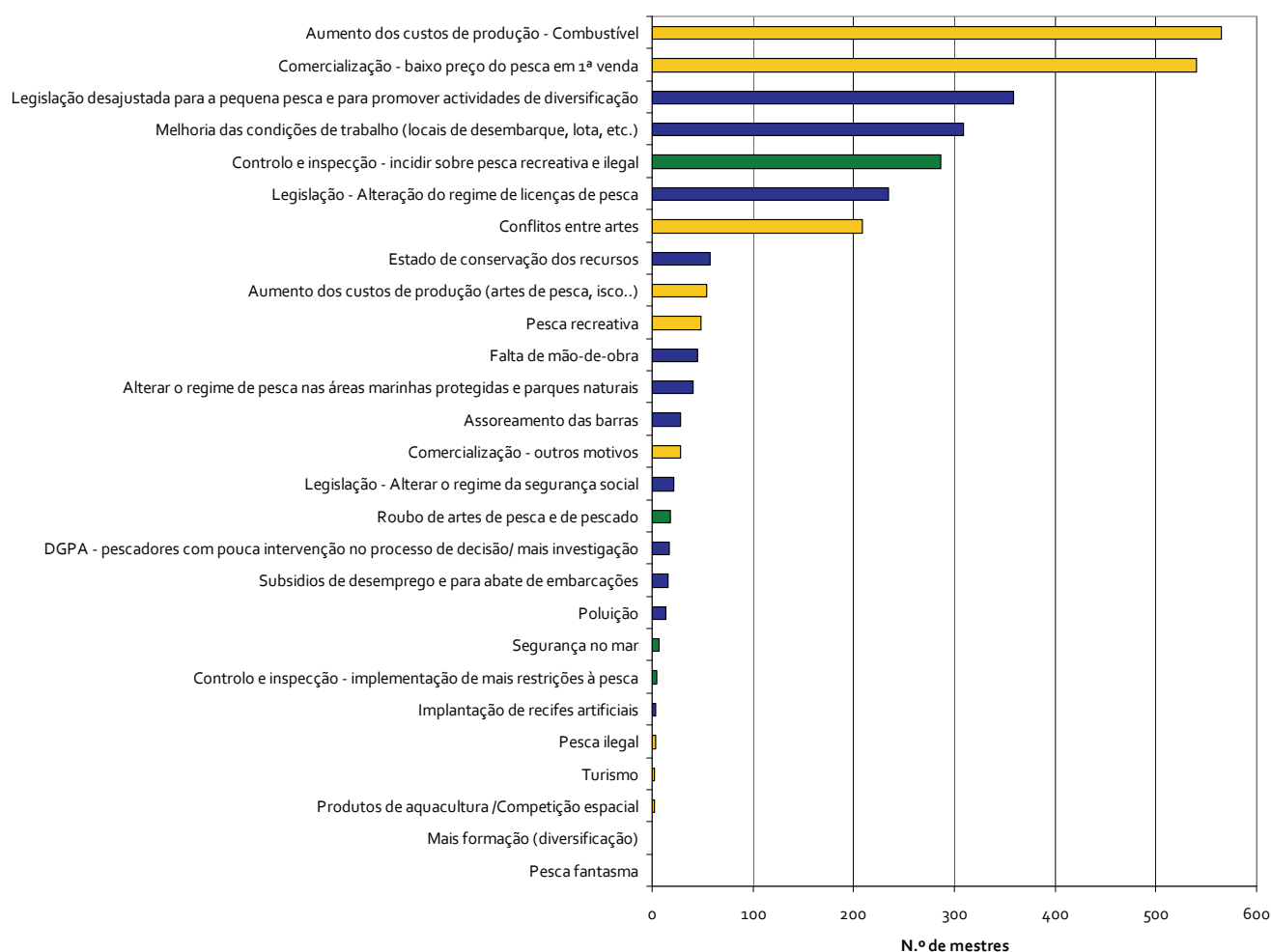


Figura 4. Principais problemas identificados pelos armadores da pequena pesca. Categorias: ■ - Gestão da Pesca; ■ - Controlo e Fiscalização; ■ - Comercialização / Custos de operação.

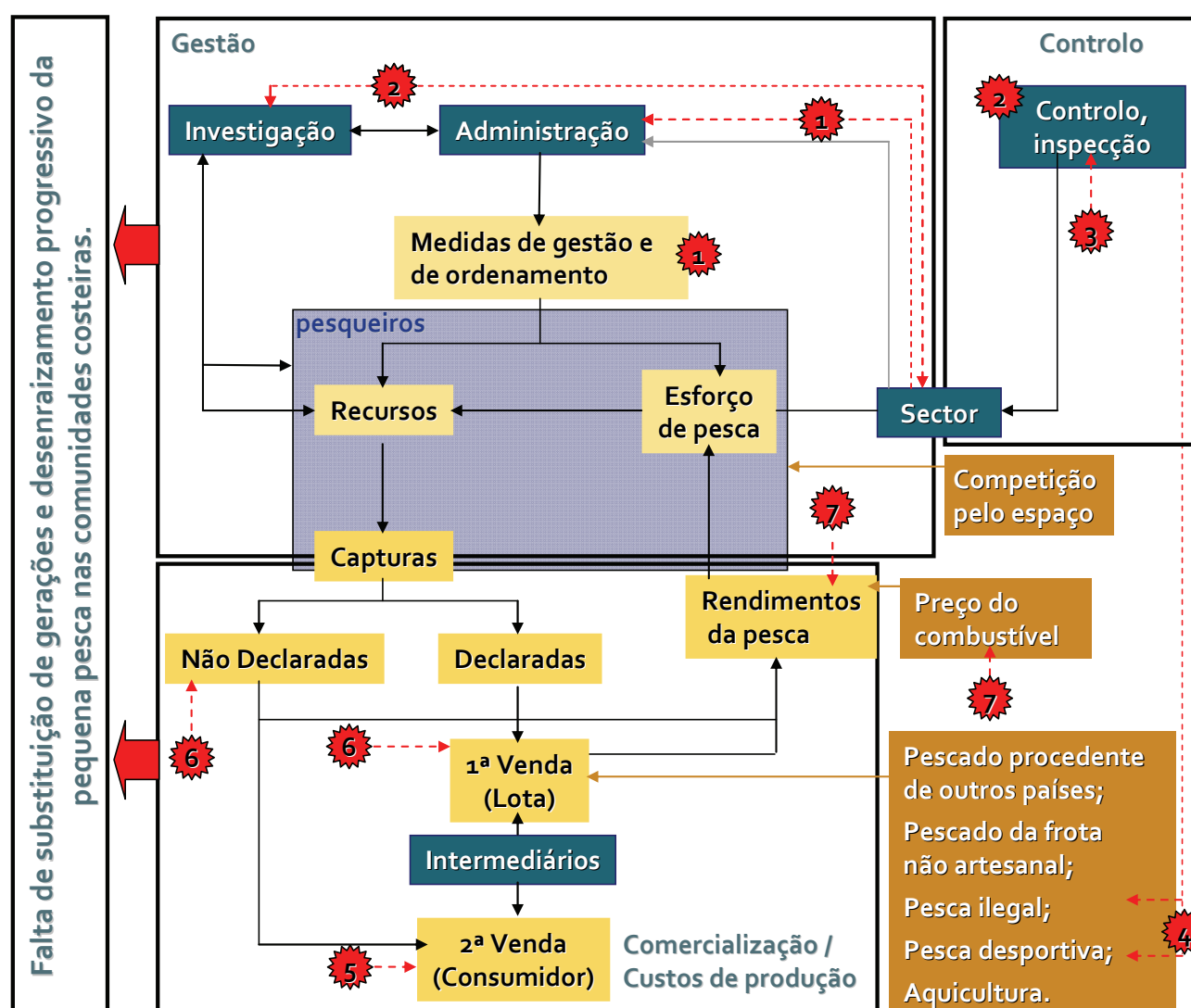


Figura 5. Problemas identificados pelos pescadores da frota da pequena pesca agrupados em 3 categorias: 1. Gestão da Pesca; 2. Controlo e Fiscalização; e 3. Comercialização/ Custos de produção.

No que diz respeito à **gestão da pesca**, é importante referir que a maioria dos representantes dos pescadores mostrou descrença nos órgãos de administração e investigação. Embora reconheçam que nos últimos anos a Administração tem tido a preocupação de envolver o sector no processo de decisão, também foi mencionado que muitos pescadores não são consultados, ou quando o são, as suas necessidades e pontos de vista não são contemplados na elaboração da legislação. Parte do problema reside, na grande maioria dos casos, no facto da legislação ser aplicada a nível nacional, não sendo consideradas as especificidades locais.

No que concerne à investigação científica, mencionaram que o conhecimento sobre os recursos e ecossistemas que exploram é escasso, já que a maioria do esforço de investigação é dirigido a recursos

explorados pelo segmento da pesca costeira, principalmente pela frota de pesca industrial. Consideram, por isso, que grande parte da legislação que regulamenta a pequena pesca não é sustentada cientificamente. De realçar o facto dos pescadores mostrarem vontade de colaborar em estudos de investigação. Os mestres da frota local que exercem a sua actividade em áreas marinhas protegidas (ou em áreas onde serão implementadas AMP) reclamam que a legislação que regula o uso dessas áreas não tem em consideração as particularidades da pequena pesca. Referem que se não houver alteração da legislação para a frota da pequena pesca nessas áreas, ver-se-ão obrigados a cessar a sua actividade dentro dos próximos anos. Tal deve-se ao facto de terem de pescar cada vez mais longe dos portos de origem e a maiores profundidades, levando ao aumento dramático dos custos de produção, situação que consideram estar no limite do sustentável. Muitos dos pescadores entrevistados reivindicam a alteração do regime das licenças de pesca, considerando que deve ser mais flexível. Referem que deve ser adoptado o regime espanhol que atribui para todas as embarcações da pequena pesca uma licença para “artes menores” que permite o uso de diferentes tipos de artes.

Alguns pescadores referiram, ainda, o aumento da competição pelo espaço que se tem verificado nos últimos 10-15 anos, com consequente perda de zonas de pesca. Por um lado, a frota costeira pesca cada vez mais próximo da costa, em zonas tradicionalmente ocupadas pela frota da pequena pesca e, por outro, as actividades recreativas relacionadas com o turismo têm vindo a dificultar, ou mesmo impedir, a actividade pesqueira em águas mais perto da costa. Os pescadores algarvios também apontam a aquacultura *off-shore* como uma actividade que tem ocupado importantes zonas de pesca para a frota local. O actual regime de segurança social é também contestado pelos pescadores que afirmam não conseguir comportar os pagamentos a que estão obrigados já que o rendimento que obtêm da pesca é muito baixo.

Relativamente à **fiscalização**, parte dos pescadores referiu que esta é insuficiente e pouco eficaz. No entanto, também mencionaram que as acções de controlo são desproporcionadas relativamente à pesca recreativa, pois incidem na sua quase totalidade sobre a pesca profissional (principalmente sobre as pequenas embarcações). Segundo eles, existem pescadores recreativos que exercem uma actividade profissional de forma mascarada que competem directamente na comercialização do pescado, causando uma diminuição na quota de mercado a nível local e regional e baixando os preços de 1ª venda. Outro factor que afecta fortemente o preço do pescado em 1ª venda prende-se com a

pesca ilegal que tem aumentado drasticamente nos últimos 2-3 anos, pelo que se justificam mais acções de fiscalização e controlo no mar de modo a irradiar esse tipo de pesca.

No que se refere à **comercialização/ custos de operação**, a maior parte dos pescadores destacou o dramático aumento do preço do combustível e o baixo valor do pescado em lota como problemas que deveriam ser resolvidos a muito curto prazo. De facto, o aumento dos custos de produção não tem sido compensado pelo aumento do preço do pescado em 1ª venda. Pelo contrário, para a maioria das espécies exploradas pela frota local, o preço de venda em lota tem permanecido inalterado nos últimos 5 anos ou mesmo diminuído. Para esta situação tem, também, contribuído em grande escala o *lobby* dos intermediários. A disparidade de preço do pescado em 1ª venda comparativamente ao que o consumidor final paga é, por vezes, exagerado. De facto, os preços podem atingir uma diferença de mais de 1000% para algumas espécies e em certas alturas do ano, especialmente durante o verão. A elevada quantidade de pescado desembarcado pelos navios da frota costeira, o peixe proveniente da aquacultura, a pesca recreativa e a pesca ilegal, bem como a importação, a preços baixos, de grandes quantidades de pescado de países extra-comunitários, tem, também, contribuído para o baixo preço do pescado em lota. Os pescadores referiram ainda a existência de uma concorrência desleal entre as embarcações de pesca local e as de pesca costeira, dado que grande parte da frota local não recebe subsídio de combustível uma vez que os motores dos seus barcos são movidos a gasolina ao contrário da frota costeira que é subsidiada em virtude das embarcações possuírem motores a DIESEL. Alguns profissionais mencionaram que poderiam compensar a baixa rentabilidade com a implementação de actividades de diversificação, em particular, a pesca turismo. No entanto, para que tal venha a ser uma realidade, é fundamental mudar a legislação de modo a que possam embarcar turistas nas embarcações de pesca. Salientaram, ainda, a necessidade de receberem formação para conseguirem implementar outras iniciativas de diversificação.

Se por um lado os problemas acima mencionados são transversais a toda a frota da pequena pesca, outros há que são específicos para uma determinada área, como por exemplo: estado dos recursos explorados; pesca fantasma; assoreamento de barras; falta de porto de abrigo; grande distância à lota; más condições de desembarque; falta de armazéns de apoio; conflitos entre artes; furtos de material; pressão turística; poluição. Embora sendo problemas mais circunscritos, são igualmente importantes e que urge serem resolvidos a curto-prazo, pois afectam fortemente a frota da pequena pesca nessas áreas.

Tabela 1. Sumário dos principais problemas identificados por tópico e propostas para a sua resolução.

Problemas identificados		Soluções Possíveis
Tópico	Problema principal	
Gestão	 1 Gestão do tipo "Top-Down"	a1) Implementar a co-gestão a nível local e/ou regional; b1) Promover a participação activa e envolvimento do sector no processo de decisão; c1) Criar Observatórios para a pequena pesca a nível regional;
	 1 Competição por espaço com outra actividades marítimas	a2) Gestão espacial das pescarias; b2) Assegurar à frota da pequena pesca direitos de acesso e de uso aos pesqueiros tradicionalmente explorados;
	 1 Informação sobre a pequena pesca é escassa	a3) Implementar um questionário trienal para recolha de informação; b3) Utilizar as novas tecnologias de informação e comunicação no seguimento das embarcações da pequena pesca; c3) Informatizar dados e criar bases de dados nacionais conjuntas (desembarques, frota, tripulantes (incluindo dados biográficos), acções de fiscalização, dados VMS, controlo, equipamento das embarcações, gastos de combustível, dados ambientais, etc...); d3) Implementar um "DCF" específico para a pequena pesca; e3) Desenvolver mais estudos relacionados com a pequena pesca. Mais fontes de financiamento.
	 1 Legislação excessiva, complexa e por vezes desajustada	a4) Melhorar o fluxo de informação entre o sector, a investigação e a administração; b4) Adequar a legislação às especificidades locais c4) Atribuir uma licença única que englobe várias artes de pesca para toda a frota da pequena pesca.
Controlo	 1 Baixos rendimentos em virtude do baixo preço do pescado implica aumento do esforço de pesca	a5) Limitar o esforço de pesca; b5) Implementar medidas para o controlo efectivo do esforço de pesca.
	 3 Pesca ilegal e recreativa	a6) Mais recursos financeiros para a fiscalização no mar; b6) Aumentar o controlo sobre a pesca recreativa; c6) Combater a pesca ilegal.
Custos operacionais		a7) Atribuir um subsídio diário às embarcações com motores a gasolina por cada dia de descarga em lota; b7) Modernização da frota da pequena pesca através da introdução de motores a gás; c7) Subsídios mais apelativos para substituição de motores, mais eficientes em termos de consumo.
Comercialização	 5 Lobby dos compradores	a9) Alterar os mecanismos de venda do pescado em lota;
	 6 Importação de pescado de países extra comunitários	a10) Adoptar medidas de comercialização comuns a toda a U.E.; b10) Peixe importado deve ir ao encontro dos requisitos de qualidade exigidos pela U.E.
Dificuldades de implementar a diversificação da actividade		a11) Alterar legislação que permita a real diversificação da actividade; b11) Incentivar, apoiar e colaborar com o sector a encontrar meios complementares de rendimento relacionados com a actividade pesqueira (por exemplo pesca-turismo); c11) Promover a formação dos pescadores.
Baixo preço do pescado em lota		a12) Certificação/Etiquetagem do pescado da pequena pesca; b12) Promover a pequena pesca assim como o pescado proveniente da pequena pesca; c12) Impor margens máximas de comercialização; d12) Permitir ao pescador da pequena pesca vender directamente o pescado ao consumidor final sendo, contudo, obrigatória a pesagem do pescado em lota; e12) Adaptar as regras de leilão (por exemplo de preço de "baixo para cima"; f12) Impor preços de retirada para todo o pescado proveniente da pequena pesca; g12) Incentivar o uso de artes mais amigas do ambiente e que aumentem a qualidade do pescado.
Outros problemas	 1 Problemas específicos a cada comunidade piscatória	a13) promover soluções que permitam ir ao encontro das necessidades das comunidades piscatórias. Por exemplo utilizar o PROMAR para adquirir tractores para reboque dos barcos de pesca; melhorar os locais de desembarque; atribuir algumas licenças de pesca, etc.

 ... Ver Figura 5).

Finalmente importa sublinhar que alguns mestres referiram que a baixa rentabilidade das embarcações, o alto risco associado à actividade, a rudeza da profissão e o facto da pesca ser considerada uma actividade “menor” pela sociedade, faz com que, por um lado, alguns pescadores procurem seguir outras profissões e, por outro, que os jovens não queiram entrar para a pesca. Tal, traduz-se num défice de mão-de-obra no sector e num envelhecimento da população activa na pesca. Se esta realidade não se inverter, em pouco mais de uma década teremos apenas cerca de 50% da frota da pequena pesca em actividade com todas as repercussões sócio-económicas que daí advêm.

Face ao exposto, é necessário encontrar e adoptar medidas que permitam ultrapassar os problemas identificados, caso contrário o futuro da pequena pesca está irremediavelmente comprometido. Neste sentido, são apresentadas na Tabela 1 (ver também Fig. 5) diversas propostas que consideramos constituir uma boa base de discussão sobre esta matéria entre a Administração pesqueira, a investigação, o sector e demais *stakeholders*.

Agradecimentos

Não poderíamos deixar de expressar o nosso sincero agradecimento a todas as Associações de Pescadores e Organizações de Produtores que desde o primeiro momento se disponibilizaram a colaborar com o projecto PRESPO, bem como a todos os Armadores da frota da pequena pesca pela informação disponibilizada, sem a qual não teria sido possível realizar esta obra.

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