GOBIERNO DE ESPAÑA
MINISTERIO DE AGRICULTURA, PESCA Y ALIMENTACIÓN

2021 ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET (2019 DATA)

SECRETARIAT-GENERAL FOR FISHERIES

MINISTRY OF AGRICULTURE, FISHERIES AND FOOD

2021 ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET

Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council of 11 December 2013

CONTENTS

ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET

A. EXECUTIVE SUMMARY

In 2020, of **8 937 registered vessels**[*], 7 852 (88%) carried out a fishing activity whilst 1 085 (12%) remained inactive. The small-scale fleet was worst hit by this inactivity, as 949 of the 1 085 inactive vessels were less than 12 metres in length.

The Spanish fleet mainly operates on fishing grounds in national waters, where 7 472 of the active vessels fish, i.e. nearly 95% of the vessels engaged in a fishing activity. In total these vessels account for some 36% of the fleet's tonnage and 62% of its engine power in kW; their average age is 32 years and their average length 10 metres.

In 2020 the Spanish authorities continued to implement structural adjustment measures in the areas of fleet management, competitiveness, diversification, control and surveillance to bring fishing capacity more into line with the available fishing opportunities. This led to 98 vessels being permanently deregistered over the reference year, whereas there were 55 new registrations. Fleet capacity, measured in both tonnage and engine power, therefore decreased and at 31 December 2020 stood at 329 571.86 GT and 772 537.53 kW. It can therefore be concluded that Spain is on track to meet the capacity limits set in Regulation (EU) No 1380/2013.

The impact of temporary closures, which in 2020 led to an annual reduction in fishing effort of 3 214 320.37 GT[†] and 10 576 724.37 kW, comes on top of this. The reason these figures are so high is the temporary laying-up of vessels between 1 February and 31 December 2020 due to the COVID pandemic.

In general, Spain has a high level of compliance with the CFP rules. In 2020, a total of 705 decisions were issued in infringement proceedings concerning sea fisheries in external waters, of which 605 imposed penalties.

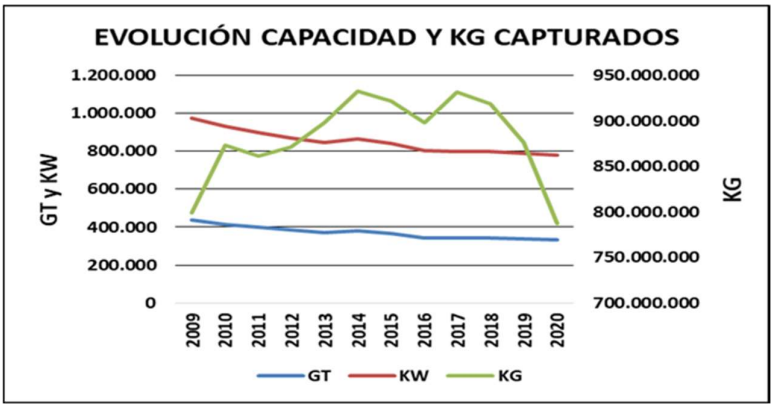
The economic, biological and technical indicators were calculated for the population of vessels operating in 2019, i.e. based on the most recent economic data available. The fleet consists of 88 segments, combined into 59 groups when calculating the economic indicator to ensure statistical confidentiality. In our assessment 11 segments are in imbalance, whilst 77 are in balance.

An action plan has been drawn up for the segments found to be in imbalance.

[*] Registered vessels include vessels entered in the General Fishing Fleet Register on a permanent or temporary basis and vessels that have been temporarily removed from the register.

[†] The effort reduction was calculated on the basis of the tonnage in GT of each vessel receiving support, multiplied by the number of days in which they were laid up.

B. SPAIN'S OPINION ON THE BALANCE BETWEEN FLEET CAPACITY AND FISHING OPPORTUNITIES



Key to table	
Evolución capacidad y kg capturados	Trends in capacity and catches (kg)
GT y KW	GT and kW

Over the past 12 years the Spanish fleet has seen a sharp decrease in catches, combined with a decline in capacity which, however, has been on a slowing trend. It is clear therefore that the impact of fishing effort restrictions, closures, management plans, quotas, etc. has been greater in terms of reducing catches than in limiting fishing capacity. It is worth noting in this respect that in 2020 catches fell by 81 643 tonnes, a drop of almost 10%, mostly owing to the COVID pandemic.

In drawing up this report we applied the European Commission's criteria for a break-down of the fleet by supra-region and fishing gear. However, we continue to take the view that this level of aggregation does not allow us to present a true picture of the Spanish fleet, considering the great diversity of catches, gear and fishing grounds that characterise it.

C. FLEET SITUATION

i. Description of the active fleet in 2020

The Spanish fleet is largely **small-scale**, as 71.43% of vessels are under 12 metres in length, whereas 20.17% measure 12-24 metres and only 8.39% are over 24 metres in length.

With regard to the **age** of the Spanish fleet, the average age of the active fleet in 2020 was 32 years. The vessels of the small-scale fleet are oldest at an average of 36 years, compared with just 20 years for vessels more than 24 m in length.

As regards **fishing techniques**, polyvalent gear in small-scale fisheries account for 46%, followed by dredges at 22%, mainly used by small-scale vessels targeting shellfish. These are followed, in descending order, by trawl nets (11%), purse seines (7%), hooks including surface longlines (7%) and gillnets (5%).

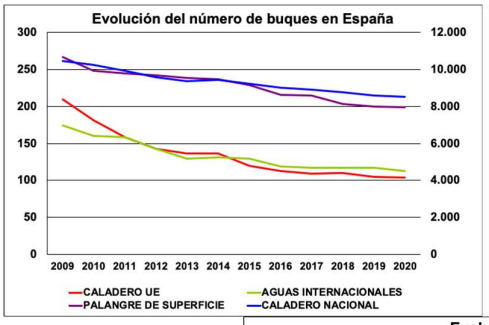
ii. Link with fisheries: Managing the Spanish fleet's fishing activity

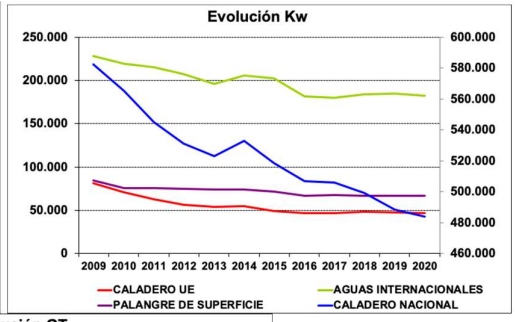
Virtually all types of fishing activity are subject to management measures, which contributes to the conservation and sustainability of fishery resources. Thus, the principle of setting quotas for fishing grounds and fishing gears in Spain helps maintain the general stability of the fleet and, in turn, contributes to the relative maintenance of the fishing effort.

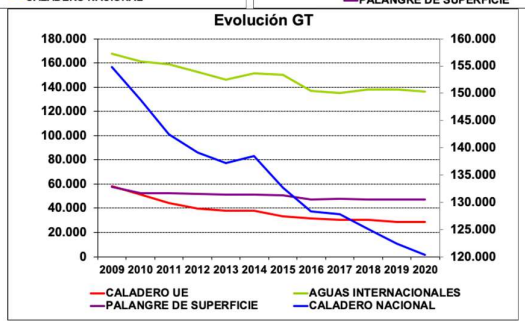
Management and recovery plans				
Improvement plan	**Fishing area**	**Segment(s) affected based on gear**	**Objective**	**Link to legislation**
Multiannual conservation and management programme (+A4:A11) for tropical tunas (ICCAT)	Atlantic Ocean	(a) Freezer tuna seiners (b) Canaries pole-and-line tuna vessels (c) Pole-and-line tuna vessels fishing in African waters based in Dakar (d) Small-scale Canaries fleet (e) Surface longliners (f) Other fleets	Reducing current mortality levels for tropical tuna (bigeye tuna) and juvenile catches.	https://www.boe.es/diario_boe/txt.php?id=BOE-A-2020-4697https://www.boe.es/diario_boe/txt.php?id
Swordfish management measures: Recovery plan for North and South Atlantic swordfish (ICCAT) Recovery plan for Mediterranean swordfish (ICCAT) Capacity reduction measures for the Western Central Pacific (WCPFC) and Indian Ocean (IOTC)	Mediterranean waters, Atlantic waters up to 80 miles under sovereignty or jurisdiction, Atlantic waters north of parallel 5° N and waters up to 80 miles from the baselines not under sovereignty or jurisdiction, Atlantic waters south of parallel 5° N: IOTC, IATTC and WCPFC areas.	Consolidated register of surface longliners	Recovery of North Atlantic SWO stocks and conservation of Mediterranean SWO stocks	https://www.boe.es/buscar/doc.php?id=BOE-A-2014-4514 https://www.boe.es/buscar/doc.php?id=BOE-A-2017-12614
Multiannual management plan for bluefin tuna in the eastern Atlantic and the Mediterranean (ICCAT)	Eastern Atlantic Ocean and Mediterranean Sea	(a) Cantabrian live bait fleet (north-west Cantabrian fishing area) C18 (b) Pole-and-line and handliner fleet in the Strait (c) Longliner and handliner fleets (d) Mediterranean seiner fleet (e) Traps (f) Pole-and-line vessels authorised to fish in Canaries waters (g) Fleet fishing with small-scale gears in the Mediterranean (h) Small-scale fleet fishing with catch limits in the Strait	Once the bluefin tuna stock has recovered in the areas mentioned, a management plan will be established to maintain the BFT biomass at an appropriate level with a correct maximum sustainable yield.	https://www.boe.es/buscar/doc.php?id=BOE-A-2019-1789
Management measures for albacore in the North Atlantic	North of 36 ° N in the North Atlantic	Live bait and trolling boats	Managing the albacore fleet and helping bluefin tuna stocks to recover	https://www.boe.es/eli/es/o/1998/02/17/(5)
Interim Indian Ocean yellowfin tuna recovery plan (IOTC)	Indian Ocean	Freezer tuna seiners authorised to fish tropical tunas in the Indian Ocean	Establishing, for the first time, a permanent yellowfin tuna catch limit, setting up a register of freezer tuna seiners authorised to fish tropical tunas in the Indian Ocean, allowing the yellowfin stock to recover and ensuring the conservation of other tropical tunas.	https://www.boe.es/eli/es/oZ2021/01/19/apa25/con
Demersal fisheries plan	Mediterranean	Mainly trawls	National implementation of Regulation (EU) 2019/1022	https://www.boe.es/eli/es/o/2020/05/18/apa423
Use of fishing opportunities	Cantabrian and North-West, Gulf of Cadiz and Portuguese waters	All gears	Easing and optimising the use of fishing opportunities	https://www.boe.es/eli/es/o/2020/04/01/apa315

iii. Fleet and fishing activity development

In general, the registered fleet is characterised by a trend of marked reduction in capacity, whether this is measured in terms of GT, kW or the number of vessels, as shown in detail below:
‡







Key to tables	
Evolución del número de buques en España	Trends in the number of vessels in Spain
Evolución Kw	Engine power trend (kW)
Evolución GT	Capacity trend (GT)
Caladero UE	EU fishing area
Aguas internacionales	International waters
Palangre de superficie	Surface longliner
Caladero nacional	National fishing area

D. FISHING EFFORT REGIMES

Fishing capacity and fishing effort are regulated in each fishery according to its particular characteristics, through management or recovery plans, fishing gear regulation, maximum authorised periods of activity, permanent and temporary closures and other technical requirements or restrictions placed on vessels (engine power, length, tonnage). There are also specific registers of vessels authorised to fish, and TAC and quota legislation is enforced.

‡ The right axis of the graphs refers to national fishing areas.

i. List of effort regimes

Section C(ii) 'Relationship with fisheries: Managing the Spanish fleet's fishing activity' sets out the fisheries management plans and lists all closure periods, both permanent and temporary.

- Permanent closures

FISHING AREA	Register/gear	Species	Area
NATIONAL	Coral boats	Red coral	All national waters
MEDITERRANEAN	Trawls	Hake	8 polygons in Catalonia, Order APA/753/2020 of

- Temporary closures

FISHING AREA	Register/gear	Species	Area	Duration
International waters of the Pacific	Tuna seiners	Bigeye tuna (BET), yellowfin tuna (YFT) and skipjack tuna	IATTC area between 96° and 110° W and between 4°N and 3°S ('Corralito')	9 October (00.00) – 8 November (24.00)
International waters of the Pacific	Tuna seiners	All	IATTC area	9 November (00.00) – 19 January (24.00)
Mediterranean	Longliners	Swordfish (SWO)	Mediterranean	1 January – 31 March
Mediterranean	All vessels	Albacore (ALB)	ICCAT area	1 October – 30 November
International waters of the Atlantic	Tuna seiners	FAD	ICCAT area	1 January – 28 February 2020
International waters of the Atlantic	Tuna seiners	DFAD	ICCAT area	15 December 2019 – 28 February 2020
International waters of the Pacific	Tuna seiners	FAD	WCPFC area between 20°N and 20°S	1 July – 30 September
International waters of the Pacific	Tuna seiners	FAD	WCPFC area	1 April – 31 May
National Gulf of Cádiz	Trawls	Octopus	Gulf of Cádiz	16 August – 15 September
National Mediterranean	Trawls	Hake	Various polygons in the Autonomous Community of Valencia, the Balearic Islands, Murcia and A[ndalusia]*	Variable, see Order APA/753/2020 of 31 July 2020
National Mediterranean	Trawls	All	Various provinces	Variable, see order APA/6/2020 of 14 January 2020
National Mediterranean	Purse seine	All	Various provinces	Variable, see Order APA/6/2020 of 14 January 2020
National Gulf of Cádiz	Trawls	All	Gulf of Cádiz	16 September – 31 October
National Gulf of Cádiz	Purse seine	All	Gulf of Cádiz	1 December – 31 January
National North-west Cantabrian	Trawls and hooks	Red seabream	Variable, see Order APA/359/2019 of 26 March 2019	April to September

*Translator's note: Text incomplete in the original.

ii. Impact on capacity of fishing effort reduction regimes

In the course of 2020, 98 vessels were permanently removed from the register while there were 55 new registrations, meaning that fleet capacity fell in terms of both tonnage and engine power.

On top of this came the impact of temporary closures. If account is taken of the tonnage and engine power of vessels that benefited from laying-up support and the number of calendar days they remained in port, fishing effort dropped by 3 214 320.37 GT[§] and 10 576 724.37 kW in 2020. This significant decrease is due to the temporary laying-up of vessels between 1 February and 31 December 2020 owing to the COVID pandemic, which led to a reduction of 2 964 511.69 GT and 9 657 910.69 kW.

Temporary closures also led to a decrease of 658 838.71 GT and 1 209 076.43 kW in the case of trawlers and purse seiners in the Gulf of Cadiz (excluding those receiving aid). Fishing effort declined by 30 days for purse seiners and 45 days for trawlers, thus lessening their impact on overexploited species such as hake, mackerel, horse mackerel and blue whiting. Lastly, we must not forget that fishing effort was reduced by 30 days for the entire octopus fishing fleet.

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

SEGMENTS CA1. CA2 AND CA3, SITUATION IN THE CANARIES AS AT 31/12/2020						
CANARY ISLANDS	EU		m. EU waters		m. waters	
	GT	kW	GT	kW	GT	kW
FISHING CAPACITY LIMIT	2 617.00	20 863.00	3 059.00	10 364.00	28 823.00	45 593.00
FLEET CAPACITY AS AT 31/12/2020	1 559.04	15 121.00	2 212.25	7 681.97	16 407.28	25 168.24
Difference	1 057.96	5 742.00	846.75	2 682.03	12 415.72	20 424.76

NATIONTAL TOTAL (including the Canaries)	GT	kW
FISHING CAPACITY LIMIT	423 550.00	964 826.00
FLEET CAPACITY AS AT 31/12/2020	329 571.86	772 537.53
Difference	93 978.14	192 288.47

F. FLEET MANAGEMENT SYSTEM

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

Strengths and achievements:

- Information technology improvements in the collection and consolidation of data (VED/VCD) on fleets operating in third country waters under SFPAs and in international waters in an RFMO context: data transmission through FLUX and the system of algorithms for the Economic Data Call (DORI). We have started to use the LICENCE system to process licences for Spanish vessels

[§] The effort reduction was calculated on the basis of the tonnage in GT of each vessel receiving support, multiplied by the number of days in which they were laid up.

operating in non-EU waters under SFPAs. We have further improved the General Fishing Fleet Register application in the SIPE (Fishing Information System), making more information available and improving web services with the Merchant Marine and the ISM (Social Marine Institute) to facilitate and streamline the processing of administrative procedures relating to the register. The fact that the register is linked up with the Fisheries Monitoring Centre also means that much more detailed and reliable information can be made available to the fisheries control authorities.

- Work on the register of professionals in the fishing sector and the databases on Spanish graduates in third countries and officers on board national vessels not using Spanish ports is ongoing.
- Breaking down the various vessels of the Spanish fleet into fisheries producer organisations and fishers' associations provides a valuable source of information for compliance with the common fisheries policy, in particular as regards common market organisation.
- Efforts are being made to improve data collection, including through the monitoring of catches of vulnerable sensitive species in area 8 by specific observers and implementation of a specific observer programme to monitor compliance with Regulation (EU) 2016/2336. Research surveys on board fishing vessels also continued despite the health situation that made the reporting year particularly challenging.
- For the first time, measures were put in place to mitigate and improve the collection of data on incidental catches of cetaceans in the Cantabrian and North-West, also agreed at regional EU level, to be implemented from 2021 onwards under Order APA/1200/2020 of 16 December 2020.
- Continued application of the annual programme of observers on board surface longliners operating in the context of an RFO for highly migratory species, with a minimum observer coverage of 5% of the fishing effort of each pelagic longline fishery. To increase the quality of the observation data, training has also been provided both to the observers and to the associations and companies recruiting them.
- To prepare the scientific work, data was gathered on freezer tuna seiner fleet hauls recorded in the electronic logbook and its sampling application, which is expected to reduce errors in data collection. By Order APA/93/2020 of 4 February 2020 a system of joint individual catch limits was introduced, for the first time, for the three tropical tuna species (bigeye tuna, skipjack tuna and yellowfin tuna) in the Indian Ocean, in addition to the individual catch limit for yellowfin.
- The quota management system in the Cantabrian and Northwest, the Gulf of Cádiz and Portuguese waters was strengthened in 2020, under the current distribution parameters, by making exchanges more flexible and optimising the use of allocated quotas to allow better business planning and more efficient use of the annual quotas allocated to Spain.
- With regard to the Mediterranean, a multi-annual plan was launched for western Mediterranean demersal resources which will be the main tool for managing the trawl fleet in the coming years. A ministerial order was issued to implement the multiannual plan in terms of managing the fishing effort regime for trawlers and establishing the areas and periods where fishing is not permitted (Order APA/423/2020 of 18 May 2020, complemented by Order APA/753/2020 of 31 July 2020).
- With respect to the landing obligation, measures have been taken to ensure that, during the first 2 years of full implementation of this new EU policy, there was no early cessation of activity as a result of the 'choke' effect.
- In November 2020 the Ministry granted Isla de Dragonera the status of a 'marine reserve of fishing interest', thus increasing to 12 the number of such protected areas in external waters.
- As regards monitoring fishing fleet activity through the vessel monitoring system (VMS), real-time access to register, licence and catch data from the electronic fishing logbook directly from the Fisheries Monitoring Centre's own applications has improved significantly. These FMC applications

now also include AIS position data of Spanish vessels fishing near the coast, thus providing important additional information to supplement VMS data.
- Drones have been procured, providing additional material means to better monitor the fleet's daily activities.
- The process of collecting data on first sale has been improved by establishing rules to ensure the quality of the data received.
- Data reception response times have been improved by putting in place a national data collection system capable of receiving data in real time.

Weaknesses:

- It has been established that some basic rules need to be brought up to date. Work is therefore underway to revise all royal decrees applying to national fishing areas, i.e. the Cantabrian and North-West, the Gulf of Cádiz and the Mediterranean, in the form of a consolidated royal decree which is expected to be submitted for consultation in the course of 2021. Similarly, a new royal decree governing the fishing fleet is under preparation which will bring up to date and improve the management of the fleet and the capacity entry and exit system.
- The application of the multiannual plan for demersal resources in the western Mediterranean and the optimal use of quotas in the Cantabrian and the North-West should be assessed in terms of their implementation and economic and social impact.
- With respect to the Canary Islands there is a need for regulatory development and improvement of the management system for certain fishing gear, such as pots and gill nets.
- Verification of engine power will require additional technical and staff resources in the coming years in all fishing areas, and legislative decisions may have to be taken to adapt the verified powers, if necessary.
- There is a need to further improve certain aspects of responses to data calls (for example as regards socio-economic variables).
- As fleet monitoring and inspection requirements continue to increase, staff and technical resources need to be further strengthened, including through recruitment.
- The CATCH IT system has been improved to allow catch certificates issued in Spain to be cross-checked with other EU certificates and databases to be interconnected across the EU.
- It is vital for the fleet to use electronic communications to strengthen compliance with EU and national legislation, and for vessels to be digitised to improve living conditions on board for the crews.

ii. Plan to improve the fleet management system

- A competitiveness strategy for the fishing sector remains in place, with actions based on funding instruments, structural support measures, marketing measures and specific management and social support measures.
- New fleet regulation
- Recreational fishing has developed significantly in recent years, leading to initiatives to improve data collection and implement new control measures.
- Amendment of the Iberian Sardine Order (APM/605/2018) to take account of the current biological situation of the stock.
- Adaptation of the 'Fleet of 300' Order (Order APM/920/2017) to set up mechanisms to regulate the use of quotas for certain species not allocated to individual vessels.

- Continued monitoring of the fleet management system to regulate, on an annual basis, the management of fishing opportunities allocated to Spain and not distributed to individual vessels, to ensure rational, efficient and optimal quota use.
- The engine power verification plan will be further developed.
- There is a need to improve the receipt of data on first sales linked to the activity of Spanish vessels operating in third countries.

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

Spain's **level of compliance with CFP rules** is generally high. One of the best examples is that for all stocks exploited by Spain under the TAC and Quota Regulation, the maximum sustainable yield established by scientific assessment was met as early as in 2019, a year earlier than provided for by the CFP.

CFP compliance	
Measures	**Main points to be noted**
Landing obligation	• A procedure has been launched to purchase drones of the MATRICE 200 model. These are short-range drones purchased for the surveillance of illegal fishing of bluefin tuna in the Strait, discards in the vicinity of ports and transhipments of juveniles in internal waters. 12 pilots have been trained for this. • Purchase of 33 small drones (MINI2). • Purchase of four offshore patrol vessels operated by the Civil Guard and modernisation of three ocean-going patrol vessels operated by the Navy to be used to monitor fishing fleet activity.
Control of fishing quotas	Stepping up checks and improving information systems. Efforts to improve the **electronic data transmission systems (ERS/Flux)** continue and include implementing automatic systems for exchanging information with Member States where Spanish vessels fish or unload.
Fight against illegal fishing	Improvement of **procedures for checks on imports** of fishery products from third countries, IT systems and coordination with customs agencies through the 'customs single window'. Participation in the **FAO project to set up a global register of fishing vessels** to promote transparency in the international community as a tool to combat IUU fishing. Deployment of the Commission's **system for electronic catch certificates**.
Collection of data	**LOGISTICA**: Setting up the new database on control and inspection activities, which will provide detailed and up-to-date information on all inspection and control activities carried out.
Electronic fishing log application	Work is ongoing on an upgrade which will improve the application. New legal requirements are being included.
FMC activities	Improvements are being introduced to allow the FMCs to promptly implement the various rules that apply to fishing grounds.
General controls	The revision of the Control Regulation and the IUU Regulation will help modernise the control and inspection system, and incorporating some elements of the IUU Regulation will help establish a single system.

As regards the **verification of engine power**, Spain has devised a verification programme in cooperation with the Autonomous Communities and the Ministry of Transport (Directorate-General for Merchant Shipping) taking into account the outcome of Pilot case No (2019)9504/MARE. To this end, the fleet was analysed in 2020 with regard to the requirements laid down in Article 62(4) of Implementing Regulation (EU) No 404/2011. Following this analysis, a verification of data to check engine power consistency was conducted in accordance with Article 41 of Regulation (EC) No 1224/2009. Once the results are available, the sample selected will be physically checked in the course of 2021-2022.

Infringements and penalties: In 2020, a total of 705 decisions were issued in infringement proceedings concerning sea fisheries in external waters, of which 605 imposed penalties. The majority of the infringement decisions resulting in penalties concerned non-compliance with Article 100(2)(c) by failing to complete the fishing logbook or landing declaration or completing it with altered catch or fishing-effort data or in breach of the current regulation, or failing to carry the fishing logbook on board the vessel.

G. INFORMATION ON CHANGES TO ADMINISTRATIVE PROCEDURES RELEVANT TO FLEET MANAGEMENT

Further progress was made in 2020 in complying with Law 39/2015 on the Common Administrative Procedure for Public Administrations, which requires legal entities to interact with the public authorities by electronic means to carry out any administrative procedure.

Furthermore, a draft royal decree repealing the current Fishing Fleet Management Order is under preparation and was submitted for public consultation in 2021. The decree lays down the rules and requirements for adding capacity to the fleet, also as regards vessels changing their home port.

Lastly, this has been a year of intense regulatory activity with respect to fisheries management, as listed in Annex I, reflecting the adjustments made and scrutiny exercised by the authorities to meet the objectives of the CFP, as well as an extremely difficult year owing to the COVID pandemic.

H. ESTIMATION AND DISCUSSION OF THE INDICATOR BALANCE. 2019 DATA

Spain has followed the 'Guidelines for the analysis of the balance between fishing capacity and fishing opportunities', COM(2014)545 final, and the resulting technical, economic and biological indicator values of the Spanish active fleet are shown below.

The calculation and a detailed description of each indicator are set out in Annex II.

With regard to the technical indicator, we would point out that the Spanish fishing fleet is characterised by considerable variations in activity, as fishing is often not a main activity for the smaller vessels and the larger vessels are affected by various closures, agreements, quotas, etc. This indicator is therefore not well suited to assessing the imbalance in our fisheries, considering that more than 33% of the vessels operate for less than 90 days per year.

INACTIVE VESSELS 2019		1 007
ACTIVE VESSELS 2019		8 007
VESSELS ACTIVE <90 DAYS		2 668
% with activity < 90 days broken down by length	0-10	87.41%
	10-12	6.67%
	12-18	4.84%
	other	1.09%

The population used for this assessment is based on 2019, broken down as follows: *(Grouped segments are outlined in red and highlighted in dark grey)*

Population of active vessels 2019

	LENGTH						
	0-10	10-12	12-18	18-24	24-40	>40	General total
NORTH ATLANTIC	**3 727**	**333**	**541**	**232**	**286**	**14**	**5 133**
DFN	1	107	149	24	4		285
DRB	1 640	18	88				1 746
DTS			55	73	98	14	240
FPO		75	55				130
HOK	2	66	66	28	32		194
PGO			1	6	27		34
PGP				4	55		59
PMP	2 082	51	32				2 165
PS	2	16	95	97	70		280
CANARIES	**449**	**51**	**51**	**8**	**15**		**574**
FPO		8	6				14
HOK	9	33	33	7	15		97
PMP	440	7	2	1			450
PS		3	10				13
MOROCCO	**8**	**2**	**5**	**1**			**16**
HOK	8	2	5	1			16
MEDITERRANEAN	**108**	**1 058**	**370**	**387**	**154**	**2**	**2 079**
DFN		81	59				140
DRB	6	53	13				72
DTS		17	145	290	125		577
FPO		24	22		3		49
HOK	1	39	18	1	1		60
PGO		2	29	17	3		51
PMP	101	826	13				940
PS		16	71	79	22	2	190
OTHER FISHING REGIONS			**2**	**2**	**113**	**88**	**205**
DTS					38	32	70
HOK			1	2	12	2	17
PGO			1		63	27	91
PS						27	27
General total	**4 292**	**1 444**	**969**	**630**	**568**	**104**	**8 007**

INDICATORS

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
NAO	DFN	Gillnets	1	6.98	163.35	1.00		
			2	6.98	163.35	0.65	<40%	
			3	1.19	11.00	0.70	<40%	
			4	1.67	28.75	0.89	1’86	
			5	1.67	28.75	1.01	1.26	
	DRB	Dredges / Trawl nets	1	1.65	8.07	0.49	<40%	
			2	3.83	27.01	0.69	<40%	
			3	1.49	5.00	0.87	<40%	
	DTS	Trawl net	3	6.13	67.31	0.86	<40%	
			4	4.60	85.86	0.84	<40%	
			5	0.98	-1.10	0.78	1.05	
			6	1.05	1.02	0.82	<40%	1
	FPO	Pots	2	0.75	-9.05	0.72	<40%	
			3	2.84	14.64	0.75	<40%	
	HOK	Hooks	1	0.10	-29.82	0.97	1.66	
			2	0.10	-29.82	0.58	<40%	
			3	1.85	22.29	0.65	<40%	
			4	1.66	28.78	0.78	<40%	
			5	9.01	140.66	0.85	<40%	
	HOK-LLD	Surface longlines	3	2.80	41.48	1.00	0.78	
			4	2.80	41.48	1.02	0.78	
			5	2.80	41.48	0.81	0.8	
	PGP	Polyvalent passive gear	4	1.15	11.67	1.01	0.88	
			5	1.15	11.67	0.93	0.81	
	PMP	Polyvalent active and passive gear	1	3.67	67.42	0.44	<40%	
			2	8.01	42.19	0.58	<40%	
			3	7.44	101.36	0.65	<40%	
	PS	Purse seines	1	11.53	190.61	0.93	<40%	1
			2	11.53	190.61	0.84	0.84	
			3	1.12	8.00	0.54	0.99	
			4	2.64	59.01	0.64	1	
			5	4.17	83.53	0.80	<40%	
MEDITERRANEAN	DFN	Gillnets	2	0.51	-12.13	0.68	<40%	
			3	1.40	7.66	0.75	<40%	
	DRB	Dredges / Trawl nets	1	-11.76	-83,23	0.92		
			2	-11.76	-83.23	0.58	<40%	
			3	0.36	-17.11	0.93	<40%	
	DTS	Trawl net	2	0.55	-91.74	0.70	<40%	
			3	2.11	46.09	0.78	<40%	

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
			4	1.78	30.65	0.77	4.2	
			5	1.52	15.83	0.81	4.36	
	FPO	Pots	2	1.68	23.37	0.72	<40%	
			3	1.47	8.66	0.72	<40%	
			5	1.47	8.66	1.00		
	HOK	Hooks	1	-4.61	-88.82	1.00		
			2	-4.61	-88.82	0.49	<40%	
			3	4.38	316.21	0.73	<40%	
			4	4.38	316.21	1.00	7.43	
			5	4.38	316.21	1.00		
	HOK-LLD	Surface longlines	2	3.51	201.25	0.94	1.85	1
			3	3.51	201.25	0.82	1.83	1
			4	0.68	-11.96	0.80	1.6	1
			5	0.68	-11.96	0.97	1.66	1
	PMP	Polyvalent active and passive gear	1	6.61	615.83	0.40	<40%	
			2	2.22	37.81	0.47	<40%	
			3	1.70	20.66	0.78	<40%	
	PS	Purse seines	2	4.22	219.65	0.83	<40%	
			3	3.13	61.66	0.61	1.66	
			4	2.72	79.77	0.68	1.57	
			5	4.35	119.10	0.57	<40%	
			6	4.35	119.10	1.00		
OTHER REGIONS	DTS	Trawl net	5	0.54	-16.59	0.83	1.13	
			6	1.91	45.34	0.86	<40%	
	HOK	Hooks	3	3.16	132.70	1.00	1.32	
			4	3.16	132.70	1.00	<40%	
			5	3.16	132.70	0.95	<40%	
			6	3.16	132.70	0.94		
	HOK-LLD	Surface longlines	3	0.69	-19.39	1.00	<40%	
			5	0.69	-19.39	0.92	0.9	
			6	1.04	1.62	0.95	<40%	
	PS	Purse seines	6	1.13	9.39	0.89	<40%	1
CANARIES	FPO	Pots	2	-22.87	-61.21	0.98	<40%	
			3	-22.87	-61.21	1.02	<40%	
	HOK	Hooks	1	-1.82	-81.12	1.17	<40%	
			2	-1.82	-81.12	0.52	<40%	
			3	5.25	52.21	0.63	<40%	
			4	0.11	-44.63	1.08	1.63	
			5	0.11	-44.63	0.98	1.63	
	PMP	Polyvalent	1	1.94	29.06	0.27	<40%	

	Stratum	Gear	Length	CR/BER	ROFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
		active and passive gear	2	1.94	29.06	1.06	<40%	
			3	1.94	29.06	1.04	1.63	
			4	1.94	29.06	1.00	1.63	
	PS	Purse seines	2	2.39	97.80	0.70		1
			3	2.39	97.80	0.93	<40%	
MOROCCO	HOK	Hooks	1	2.68	19.96	1.12		
			2	2.68	19.96	1.00		
			3	2.68	19.96	0.99		
			4	2.68	19.96	1.00		1

Results:

An assessment of the indicator results achieved by the Spanish fleet shows a clear imbalance in the following segments, for which an action plan has been drawn up:

North Atlantic:

- Segment **NAODFN1824 / NAODFN2440** remains in imbalance as it has been depending on overexploited stocks, mainly southern hake, since 2012.
- As regards segments NAOFPO1012, NAOHOK0010 and NAOHOK1012, on the other hand, where economic values have appeared to be unbalanced, a detailed study has shown them to be in balance as a sharp drop in revenue proved to be due to a statistical error: when the revenue statistics were compared with the real landing value based on sales notes, a clear error in the statistical data came to light.
- The SHI value of trawlers over 40 m in length has improved from 'red' last year to being virtually in balance, and more than 10% of their catches are of cod.

Canaries:

- **Segments NAOHOK1824IC and NAOHOK2440IC are in imbalance**, with economic indicators pointing to low profitability both in the short and the long term for the 3rd consecutive year. Moreover, the biological indicator shows a high dependency on bigeye tuna, a species with a mortality rate of 1.63.
- The other segments mainly fishing with hooks are considered to be in balance, since the volume of catches of overexploited species is less than 40% and the unbalanced economic indicator is in fact due to a statistical error, i.e. a 26% drop in revenue which does not correspond to the reality shown by the sales notes. The same error also concerns other gears such as pots (FPO). The PMP 18-24 segment, consisting of 22 vessels targeting bigeye tuna (BET), have unbalanced biological indicators, but their good economic situation does not point to any clear imbalance and measures are already in place to limit tuna catches.

Mediterranean:

- The four segments that make up the **surface longline (MBSHOKLLD06-40)** segment are also considered to be in imbalance.
    - The 6-12 and 12-18 m segments are highly dependent on swordfish, which is considered not only an overexploited stock but also a stock at risk.
    - In addition to the poor biological indicator, the 18-24 and 24-40 m segments also show, for the first time, low profitability both in the short and in the long term.
- **MBSPS1218 and MBSPS1824 seiners** have been found to be in imbalance as a result of their dependence on overexploited stocks, mainly sardine and anchovy.
- Trawl segments are currently managed under the **multi-annual plan for demersal resources in the western Mediterranean**, which aims to achieve maximum sustainable yield by 2025 and is the main tool to manage the trawl fleet in the coming years. The fleet is therefore already monitored and managed through a significant effort limitation, in terms of sea days, whose impact will make itself felt from 2020 onwards. All trawl segments are in balance due to their good economic performance, which is reflected in the trend of the relevant indicators over the past 3 years. The only exception is MBSDTS0612, a segment whose economic indicators turned negative in 2019. However, as this is the first year in which the final indicator shows a negative situation for this fleet segment and the number of vessels is small (17 trawlers of a total of 577), and taking into account the situation of the other Mediterranean trawl segments, we consider it appropriate to maintain its status as balanced while we look into how it is developing in order to determine whether a specific action plan needs to be implemented for this segment in the coming years. Given that there is currently an effort plan based on sea days for demersal stocks, the biological data for 2019 is not considered to determine a clear imbalance in this segment.
- The dredges segment (MBSDRB) is considered to be in balance, as the only negative factor is low economic profitability for 2 consecutive years and this is linked to the low price of the product or high production costs, with no relation to any imbalance between capacity and available resources.
- It is worth noting the economic results of the following segments, which will need to be examined in the coming years on account of significant variations compared with previous years: MBSDFN0612, where unpaid labour costs and depreciation have increased by more than 100%.
    - These two variables vary significantly and are subject to statistical error between years, depending on the sample selected; in addition, shipowners often fail to provide data, leaving the relevant fields blank in the economic survey as they do not know the answers;
    - MBSHOK0612 and MBSHOK1218, which saw a 500% increase in expenditure on salaries and a 278% increase in variable costs compared to the previous year, attributable to a statistical error.

Other regions:

- The **OFRDTS2440 segment is considered to be in imbalance** as, on the one hand, the economic indicators point to low profitability, both in the long and in the short term, for the second consecutive year and profitability has been in decline since 2016, and, on other hand because the segment has – for the first time – become dependent on overexploited stocks, mainly Senegal hake.

- Surface longliners are considered to be in balance, as the only negative factor is low economic profitability for 2 consecutive years and this is linked to the low price of the product or high production costs, with no relation to any imbalance between capacity and available resources.

I. ACTION PLAN FOR SEGMENTS IN IMBALANCE

For segments where there was found to be an imbalance between capacity and fishing opportunities, an action plan has been drawn up under Article 22(4) of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the common fisheries policy.

The plan sets out adjustment targets for each segment, broken down by supra-region and gear, as well as the measures to be taken to meet them and the period of implementation.

NORTH ATLANTIC

- **Gillnets: NAODFN1824 and NAODFN2440**

Cause of imbalance	Dependence on overexploited stocks, mainly hake.
Objective set in action plan	SHI below 1
Period of implementation	2 years

Measures included in the plan:

Effort reduction: Allocation of TACs and quotas and other management measures		
Allocation of fishing opportunities (TACs and Quotas)		**Other measures**
Species	**Legislation**	
Hake	In APA/315/2020, a new order, new mechanisms are laid down which aim to compensate for the scarcity of the stock by optimising swaps and the way they are distributed, in addition to flexible arrangements for temporary transfers to and from other fleets.	Diversification of the vessels' activity through their participation in coastal albacore fisheries, which started earlier than in other years, and mackerel fisheries in order to reduce hake catches.
Anglerfish		Here the problem is not the availability of quotas but rather of sufficient depths for setting fixed gillnets. Royal Decree 968/2020 lays down measures aimed at adjusting fishing capacity for anglerfish. Diversification of the vessels' activity through their participation in coastal albacore and mackerel fisheries in order to reduce anglerfish catches.

Effort reduction: Allocation of TACs and quotas and other management measures		
Allocation of fishing opportunities (TACs and Quotas)		**Other measures**
Species	**Legislation**	
All		The maximum soak time must not exceed 24 hours for bottom-set gillnets and 72 hours for fixed gillnets.

Effort reduction: Permanent and temporary closures		
Gear	**Area**	**Duration**
Bottom-set and fixed gillnets	Waters between Punta Saturrarán (02° 24.7 ' W) and the Bidasoa river mouth within the 12-mile line measured from land or the coast, excluding the inland water zone.	Permanent closure
Bottom-set and fixed gillnets	Area known as 'Resueste', defined by the following points: A: 43° 39'5 N 005° 00'0 W B: 43° 39'0 N 004° 53' 0 W C: 43° 36'0 N 005° 00'0 W D: 43° 36'0 N 004° 53'0	Permanent closure
Bottom-set and fixed gillnets	Area defined by the meridians Punta de la Vaca and Cape Vidio and parallel 43° 45' N.	Permanent closure
Bottom-set and fixed gillnets	Area commonly known as 'O'Canto', in the maritime province of Villagarcía, between meridians 9° 20' and 9° 27' W and parallels 42° 18' and 42° 31' N.	Permanent closure
Bottom-set and fixed gillnets	Area defined by meridians 005° 07'6 W and 004° 30'6 W and the coastline, and to the north by the 2.5-mile line from land.	Permanent closure
Bottom-set and fixed gillnets	Area defined by a line drawn northwards from the Punta de la Vaca meridian as far as parallel 43° 45' N; then westwards as far as meridian 5° 55' W; then northwards as far as parallel 44° 01' N; then eastwards as far as meridian 5° 41' W and finally southwards until it reaches the coast.	Temporary closure 1 November - 31 May of each year
Bottom-set gillnet	Area between the 5-mile line and the northern boundary, defined by the following points: A: 43° 41'0 N 005° 07'6 W B: 43° 39'5 N 005° 00'0 W C: 43° 36'0 N 005° 00'0 W D: 43° 36'0 N 004° 53'0 W E: 43° 37'0 N 004° 53'0 W F: 43° 33'8 N 004° 30'6 W	Temporary closure 1 January - 31 May
Bottom-set and fixed gillnets	Area defined by the line joining the following points: A: 43° 48.0' N 005° 51.0' W B: 43° 44.0' N 005° 22.0' W C: 43° 36.0' N 005° 22.0 W D: 43° 43.0' N 005° 51.0 W	Temporary closure 2 March - 31 August

Effort reduction: Permanent and temporary closures		
Gear	**Area**	**Duration**
Bottom-set and fixed gillnets	Waters between Punta Saturrarán (002° 24.7 ' W) and longitude meridian 003° 08.8' W, within the 10-mile line measured from land or the coast, excluding the inland water zone.	Temporary closure 1 November - 30 April
Bottom-set and fixed gillnets	Waters between Punta Saturrarán (002° 24.7 ' W) and longitude meridian 003° 08.8' W, within the 12-mile line measured from land or the coast, excluding the inland water zone.	Temporary closure 1 May - 31 October

Resource recovery measures				
Biological resource study				Surveillance measures
Name of data collection study	**Body**	**Species**	**Objective**	Implementing the monitoring plan for southern hake, which includes stepping up checks on landings by risk segments of this fleet to prevent underreporting.
National basic data plan	IEO	Hake	Collection of data	

CANARIES

- **Hooks: NAOHOK1824IC and NAOHOK2440IC**

Cause of imbalance	Dependence on overexploited stocks, mainly bigeye tuna.
Objective set in action plan	SHI below 1
Period of implementation	2 years

Measures included in the plan:

Effort reduction: Allocation of TACs and quotas and other management measures		
Allocation of fishing opportunities (TACs and Quotas)		**Other measures**
Species	**TAC and quota allocation**	
BIGEYE	TAC BET/ATLANT 2020: 8 055.73 tonnes Quota for Canaries tuna fleet (35 pole-and-line vessels): 2 328 822 tonnes. Quota for Canaries small-scale fleet (18 pole-and-line tuna vessels and 185 vessels fishing with smaller gears): 236 258 tonnes.	In 2020 the first order regulating bigeye tuna fishing (Order APA/372/2020 of 24 April) and the first register (Decision BOE 18-05-20 of 12 May 2020) were published. A decision on the joint management of the two Canaries fleets was also published, but the quota was exhausted in a few months, resulting in closure on 3 August 2020.

MEDITERRANEAN

- **Surface longliners MBSHOKLLD06-40**

Cause of imbalance	Dependency on overexploited stocks, mainly swordfish (SWO), which is considered a stock at risk.
Objective set in action plan	SHI below 1
Period of implementation	2 years

Measures included in the plan

Effort reduction: Allocation of TACs and quotas and other management measures		
Allocation of fishing opportunities (TACs and Quotas)		**Other measures**
Species	**TAC and quota allocation**	
Swordfish (SWO)	TAC 2020 SWO/MED: 1 667.58 tonnes	An action plan (area access limitations, reduced annual TAC) remains necessary as the stock is still recovering.

Effort reduction: Closures		
Species	**Area**	**Duration**
Swordfish (SWO)	All	1 January - 31 March
Albacore (ALB)	All	1 October - 30 November

Resource recovery measures
Surveillance measures
• National control plan for bigeye tuna (BFT) [sic] and swordfish (SWO) • Obligation to land catches of Mediterranean swordfish in the ports and at the time and place laid down in the Annex to the Decision of 11 March 2021 (BOE 67 of 19 March 2021).

- **Purse seiners: MBSPS1218 and MBSPS1824**

Cause of imbalance	Dependence on overexploited stocks, mainly sardine and anchovy
Objective set in action plan	SHI below 1
Period of implementation	2 years

Measures included in the plan

Effort reduction: Limits on landings and other management measures		
Limits on landings		Other measures
Species	Legislation	
Sardine and anchovy	A ministerial order is being prepared which will set new ceilings for landings broken down by GSA.	Fishing is prohibited at depths of less than 50 metres. Sardine fishing in GSA 6 is banned for 4 months.

Effort reduction: Permanent and temporary closures		
Species	Area	Duration
Sardine and anchovy	Various	Laying-up of vessels for 1-2 months with support.
Anchovy	Breeding area for anchovy Vessels flying the Spanish flag registered for purse seining in the Mediterranean are banned from fishing in waters outside the sea area defined as follows: Coastline. Isobath 45 metres. Punta del Miracle meridian (001° 16.00' E). Parallel 40°31.45' N.	Temporary closure 1 October - 31 March of each year

Biological resource study			
Name of data collection study	Body	Species	Objective
National basic data plan (MEDIAS survey)	IEO	Sardine and anchovy	Collection of data

OFR

- **Trawlers: OFRDTS2440**

Cause of imbalance	Dependence on overexploited stocks, mainly Senegal hake.
Objective set in action plan	SHI below 1
Period of implementation	2 years

Measures included in the plan:

Effort reduction: Allocation of TACs and quotas and other management measures		
Allocation of fishing opportunities (TACs and Quotas)		**Other measures**
Species	**Regulations**	
Merluccius senegalensis, *Merluccius polli* and *Merluccius spp*	The TAC and Quota Regulation does not apply. Under sustainable fisheries agreements between the EU and third countries that set fishing opportunities for trawlers, TACs and quotas are established on the basis of scientific advice. For private licences, a scientific assessment endorsed by the Spanish Institute of Oceanography (IEO) determines which measures need to be taken, if any.	Catch limitations on black hake in the agreement with Mauritania, effort limitation in the agreements with Senegal, Guinea Bissau and Gambia. Effort reduction in the Angolan hake fishery (private licences).

Resource recovery measures				
Biological resource study				**Surveillance measures**
Name of data collection study	**Body**	**Species**	**Objective**	Monitoring plan for tropical tuna fishing in the Indian Ocean, including a documentary study on each trip and a review of quota use based on big data.
National basic data plan	IEO	Hake	Collection of data	

ANNEXES

ANNEX I: ADMINISTRATIVE PROCEDURES

- Order APA/93/2020 of 4 February 2020 regulating the 2020 yellowfin tuna and tropical tuna fishing season in the Indian Ocean.
- Decision of the Secretariat-General for Fisheries of 6 February 2020 publishing the allocation of bluefin tuna quotas and the specific register of the fleet authorised to fish bluefin tuna.
- Decision of the Secretariat-General for Fisheries of 12 February 2020 laying down the provisions for the 2020 bluefin tuna fishing season for vessels authorised to fish actively for bluefin tuna in the Canary Islands fishing area.
- Decision of the Secretariat-General for Fisheries of 12 February 2020 laying down the provisions for the 2020 bluefin tuna season for small-scale vessels fishing with catch limits in the Strait and included in list (h) of the specific register of vessels authorised to fish bluefin tuna.
- Decision of 20 February 2020 of the Secretariat-General for Fisheries publishing the updated consolidated register of surface longliners.
- Order APA/238/2020 of 12 March 2020 amending Annex I to Order APA/93/2020 of 4 February 2020 regulating the 2020 yellowfin tuna and tropical tuna fishing season in the Indian Ocean.
- Decision of the Secretariat-General for Fisheries of 18 March 2020 laying down the provisions for the 2020 bluefin tuna season for vessels fishing with small-scale gears in the Mediterranean and included in list (g) of the specific register of vessels authorised to fish bluefin tuna.
- Decision of the Secretariat-General for Fisheries of 16 April 2020 laying down provisions for the 2020 bluefin tuna season as regards by-catches by trolling liners in the North-East Atlantic and the Bay of Biscay and surface longliners in the North Atlantic.
- Order APA/372/2020 of 24 April 2020 regulating the bigeye tuna (*Thunnus obesus*) fisheries in the Atlantic Ocean and establishing a register of vessels authorised to fish bigeye tuna.
- Decision of the Secretariat-General for Fisheries of 12 May 2020 publishing the allocation of bigeye tuna (*Thunnus obesus*) quotas and the specific register of vessels authorised to fish bigeye tuna in the Atlantic Ocean.
- Decision of the Secretariat-General for Fisheries of 13 May 2020 laying down provisions for Canaries-based vessels included in the specific register of vessels authorised to fish bigeye tuna in the Atlantic Ocean established by Order APA/372/2020 of 24 April 2020 regulating the bigeye tuna (*Thunnus obesus*) fisheries in the Atlantic Ocean.
- Order APA/811/2020 of 31 August 2020 setting out flexible arrangements for managing the catch limits laid down in Order APA/93/2020 of 4 February 2020 regulating the 2020 yellowfin tuna and tropical tuna fishing season in the Indian Ocean.
- Decision of the Secretariat-General for Fisheries of 20 May 2020 laying down the implementing provisions of the 2020 recovery plan for bluefin tuna in the east Atlantic and the Mediterranean.
- Decision of the Secretariat-General for Fisheries of 15 October 2020 publishing the fishing days allocated, by vessel and vessel group, to bottom trawlers in the Mediterranean in 2020.
- Decision of the Secretariat-General for Fisheries of 15 October 2020 publishing the fishing days available, by vessel and vessel group, to bottom trawlers in the Mediterranean under the optimisation mechanism in 2020.
- Order APA/423/2020 of 18 May 2020 establishing a management plan for the conservation of demersal fishery resources in the Mediterranean.
- Order APA/579/2020 of 29 June 2020 amending Order APA/514/2019 of 26 April 2019 laying down rules for the application of exemptions from the landing obligation and for improving gear selectivity.

ANNEX II: CALCULATION OF FLEET CAPACITY AND FISHING OPPORTUNITY BALANCE INDICATORS

BIOLOGICAL INDICATOR

This year the biological indicators were calculated for each segment of the Spanish fleet, i.e. without grouping them. In particular, the following were calculated:

1. SHI: indicator measuring the extent to which a segment of the fleet depends on overexploited stocks for its revenue. It should be noted that scientific data on mortality is missing from the calculation and that many of the stocks account for no more than 40% of the catch value, which makes this indicator difficult to assess. Data published on *agrocampus-ouest.fr* was used for the calculation.

2. SAR: indicator identifying whether stocks with a high level of biological risk are being fished. The indicator was calculated only for the Spanish fleet and not for other fleets fishing in the EU. The species considered to be at high risk are those listed in the report *Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities (STECF-20-06); ANNEX V – SAR stock selection*.

The SHI was above 1 in the following segments:

2019 SHI NORTH ATLANTIC

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
DFN	4	4 645 922.23	8 233 015.61	56%	ank.27.78abd	2 728.58	0.73	1 989.14	FALSE	**1.86**
					ank.27.8c9a	338 479.94	0.22	74 465.59	FALSE	
					bet-atl	1 626.87	1.63	2 651.80	TRUE	
					bss.27.8ab	440.72	0.96	422.80	FALSE	
					hke.27.3a46-8abd	61 326.74	0.88	54 250.58	FALSE	
					hke.27.8c9a	3 190 436.54	2.38	7 606 000.71	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	141 398.37	1.18	166 238.63	TRUE	
					hom.27.9a	11 970.13	0.25	3 046.94	FALSE	
					ldb.27.8c9a	9 510.44	0.76	7 243.70	FALSE	
					mac.27.nea	614 604.18	1.03	635 981.72	TRUE	
					meg.27.8c9a	2 212.98	0.87	1 934.91	FALSE	
					mon.27.78abd	7 246.50	0.78	5 667.79	FALSE	
					mon.27.8c9a	262 209.78	0.39	101 606.29	FALSE	
					whb.27.1-91214	1 730.45	1.05	1 811.57	TRUE	
	5	1 015 076.58	2 064 926.20	49%	ank.27.8c9a	134 086.18	0.22	29 498.96	FALSE	**1.26**
					bet-atl	395.34	1.63	644.40	TRUE	
					hke.27.8c9a	344 196.32	2.38	820 564.03	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	25 177.46	1.18	29 600.53	TRUE	

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
					hom.27.9a	2 077.82	0.25	528.90	FALSE	
					ldb.27.8c9a	12 515.59	0.76	9 532.60	FALSE	
					mac.27.nea	292 823.11	1.03	303 008.26	TRUE	
					meg.27.8c9a	3 156.26	0.87	2 759.66	FALSE	
					mon.27.8c9a	200 154.43	0.39	77 559.84	FALSE	
					whb.27.1-91214	494.07	1.05	517.22	TRUE	
DTS	5	94 340 292.91	118 511 254.88	80%	ank.27.78abd	4 765 807.28	0.72	3 474 273.50	FALSE	**1.05**
					ank.27.8c9a	1 153 037.13	0.22	253 668.17	FALSE	
					bli.27.5b67	90 751.43	0.3	27 225.43	FALSE	
					boc.27.6-8	658.10	0.60	400.78	FALSE	
					bss.27.8ab	393 008.98	0.95	377 033.01	FALSE	
					cod.27.6a	54 846.23	2.41	132 387.45	TRUE	
					cod.27.7e-k	46 819.73	2.35	110 483.95	TRUE	
					had.27.46a20	18 352.54	1.17	21 636.68	TRUE	
					had.27.6b	1 023.43	0.92	950.33	FALSE	
					had.27.7b-k	119 015.24	1.93	229 996.95	TRUE	
					hke.27.3a46-8abd	14 982 701.0	0.88	13 253 927.82	FALSE	
					hke.27.8c9a	10 622 260.81	2.38	25 323 469.76	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	1 591 572.81	1.17	1 871 173.43	TRUE	
					hom.27.9a	1 109 241.34	0.254545455	282 352.34	FALSE	
					ldb.27.8c9a	3 714 575.87	0.76	2 829 236.54	FALSE	
					lez.27.4a6a	1 480 414.97	0.402	595 126.82	FALSE	
					lez.27.6b	368 581.28	0.932	343 517.75	FALSE	
					mac.27.nea	9 921 860.48	1.03	10 266 968.68	TRUE	
					meg.27.7b-k8abd	11 806 996.6	0.93	11 003 379.06	FALSE	
					meg.27.8c9a	974 932.76	0.87	852 428.12	FALSE	
					mon.27.78abd	12 656 895.0	0.78	9 899 500.08	FALSE	
					mon.27.8c9a	1 584 880.62	0.38	614 141.24	FALSE	
					nep.fu.16	983 228.40	0.95	940 093.22	FALSE	
					nep.fu.17	344.06	0.63	218.58	FALSE	
					nep.fu.19	44 490.60	0.66	29 574.29	FALSE	
					nep.fu.2021	9 356.12	0.5	4 678.06	FALSE	
					nep.fu.22	5 349.75	1.08	5 782.74	TRUE	
					nep.fu.2324	5 652.95	0.65	3 684.69	FALSE	
					nep.fu.2627	12 986.20	0.31	4 139.35	FALSE	
					nep.fu.2829	340 375.10	0.46	156 912.92	FALSE	
					ple.27.7fg	15 222.41	0.326	4 962.51	FALSE	
					ple.27.7h-k	21 300.89	2.60	55 489.22	TRUE	
					pok.27.3a46	8 667.98	1.26	11 008.10	TRUE	
					reg.27.561214	147.02	1.12	165.21	TRUE	
					sol.27.7fg	5 200.80	0.77	4 010.04	FALSE	

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
					sol.27.7h-k	89 773.83	0.68	61 846.92	FALSE	
					sol.27.8ab	163 332.85	1.10	180 161.08	TRUE	
					swo-na	77.52	0.78	60.46	FALSE	
					whb.27.1-91214	15 176 144.0	1.04	15 887 525.79	TRUE	
					whg.27.6a	217.71	0.22	49.59	FALSE	
					whg.27.7b-ce-k	190.96	1.19	227.68	TRUE	
HOK	1	28 803.65	60 573.77	48%	hke.27.8c9a	13 351.32	2.38	31 829.56	TRUE	**1.66**
					mac.27.nea	15 430.74	1.03	15 967.46	TRUE	
					whb.27.1-91214	21.58	1.05	22.59	TRUE	
HOK-LLD	3	315 364.99	539 383.74	58%	bet-atl	920.44	1.63	1 500.31	TRUE	**0.78**
					swo-na	314 444.55	0.78	245 266.75	FALSE	
	4	2 219 216.32	3 731 697.69	59%	bet-atl	1 631.47	1.63	2 659.30	TRUE	**0.78**
					swo-na	2 217 584.85	0.78	1 729 716.18	FALSE	
	5	8 929 346.87	22 225 221.74	40%	bet-atl	179 729.74	1.63	292 959.47	TRUE	**0.80**
					swo-na	8 534 954.70	0.78	6 657 264.66	FALSE	
					swo-sa	195 201.35	0.98	191 297.32	FALSE	
					yft-atl	19 461.09	0.96	18 682.65	FALSE	
PGP	4	2 279 363.52	3 129 880.15	73%	ank.27.78abd	286.75	0.73	209.04	FALSE	**0.88**
					bli.27.5b67	452.99	0.30	135.90	FALSE	
					hke.27.3a46-8abd	2 277 862.22	0.88	2 015 031.97	FALSE	
					mon.27.78abd	761.55	0.78	595.64	FALSE	
	5	67 868 537.16	76 356 363.49	89%	ank.27.78abd	30 642.54	0.73	22 338.41	FALSE	**0.81**
					bli.27.5b67	65 405.45	0.30	19 621.63	FALSE	
					bss.27.8ab	55 100.26	0.96	52 860.42	FALSE	
					cod.27.6a	24 920.81	2.41	60 153.69	TRUE	
					cod.27.7e-k	3 027.60	2.36	7 144.45	TRUE	
					had.27.46a20	20.12	1.18	23.72	TRUE	
					had.27.7b-k	10 820.73	1.93	20 911.05	TRUE	
					hke.27.3a46-8abd	67 525 552.0	0.88	59 734 142.20	FALSE	
					hke.27.8c9a	1 229.70	2.38	2 931.60	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	498.46	1.18	586.03	TRUE	
					mac.27.nea	10 262.37	1.03	10 619.32	TRUE	
					meg.27.7b-k8abd	40 494.56	0.93	37 738.39	TRUE	
					mon.27.78abd	80 237.97	0.78	62 757.55	FALSE	
					pok.27.3a46	18 658.27	1.27	23 695.49	TRUE	
					reg.27.561214	470.98	1.12	529.25	TRUE	
					sol.27.8ab	26.32	1.10	29.03	TRUE	
					swo-na	958.17	0.78	747.37	FALSE	

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
					whg.27.7b-ce-k	210.80	1.19	251.34	TRUE	
PS	2	1 027 076.24	1 997 221.63	51%	ank.27.8c9a	2 383.81	0.22	524.44	FALSE	**0.84**
					hom.27.2a4a5b6a7a-ce-k8	267 934.88	1.18	315 004.52	TRUE	
					hom.27.9a	499 654.04	0.25	127 184.67	FALSE	
					mac.27.nea	53 486.13	1.03	55 346.52	TRUE	
					mon.27.8c9a	3 578.54	0.39	1 386.69	FALSE	
					pil.27.8c9a	200 038.84	1.81	362 570.40	TRUE	
	3	10 546 010.94	22 071 800.33	48%	ank.27.8c9a	4 766.71	0.22	1 048.68	FALSE	**0.99**
					bss.27.8ab	7.68	0.96	7.37	FALSE	
					hke.27.8c9a	657.74	2.38	1 568.06	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	3 195 929.86	1.18	3 757 377.00	TRUE	
					hom.27.9a	3 969 450.18	0.25	1 010 405.50	FALSE	
					mac.27.nea	530 098.72	1.03	548 536.94	TRUE	
					pil.27.8abd	12 962.53	1.13	14 650.80	TRUE	
					pil.27.8c9a	2 832 134.31	1.81	5 133 243.45	TRUE	
					whb.27.1-91214	3.20	1.05	3.35	TRUE	
	4	21 272 265.04	45 716 956.96	47%	bss.27.8ab	2 181.93	0.96	2 093.23	FALSE	**1.00**
					hke.27.8c9a	10.74	2.38	25.60	TRUE	
					hom.27.2a4a5b6a7a-ce-k8	8 860 578.87	1.18	10 417 167.05	TRUE	
					hom.27.9a	6 385 395.15	0.25	1 625 373.31	FALSE	
					hom_34	3 781.59	1.27	4 802.62	TRUE	
					mac.27.nea	1 586 345.53	1.03	1 641 522.77	TRUE	
					pil.27.8abd	298 123.02	1.13	336 951.41	TRUE	
					pil.27.8c9a	3 907 471.91	1.81	7 082 292.83	TRUE	
					pil_34.1.1	227 109.34	0.51	115 825.76	FALSE	
					vma-34	1 266.97	1.05	1 330.32	TRUE	

INDICATOR CALCULATION – NORTH ATLANTIC					
GEAR	**LENGTH**	**2016**	**2017**	**2018**	**2019**
DFN	12-18				
	18-24				
	24-40				
DTS	24-40				
	>40				
PS	10-12				
	12-18				
	18-24				
	24-40				
HOK	00-10				
	10-12				
	12-18				
	18-24				
	24-40				

HOK-LLD	12-18				
	18-24				
	24-40				
Polyvalent gear	12-18				
	18-24				
	24-40				

NORTH ATLANTIC / CANARIES SHI

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
HOK	4	1 057 442.76	1 983 881.63	53%	bet-atl	1 053 066.79	1.63	1 716 498.87	TRUE	**1.63**
					hom_34	361.62	1.27	459.26	TRUE	
					vma-34	58.66	1.05	61.59	TRUE	
					yft-atl	3 955.69	0.96	3 797.47	FALSE	
	5	4 332 090	6 626 473	65%	bet-atl	4 320 820.27	1.63	7 042 937.03	TRUE	**1.63**
					vma-34	891.57	1.05	936.15	TRUE	
					yft-atl	10 378.25	0.96	9 963.12	FALSE	
PMP	3	173 121.76	312 277.75	55%	bet-atl	172 297.42	1.63	280 844.79	TRUE	**1.63**
					vma-34	293.28	1.05	307.94	TRUE	
					yft-atl	531.06	0.96	509.82	FALSE	
	4	28 748	61 708	47%	bet-atl	28 747.65	1.63	46 858.67	TRUE	**1.63**

SHI CANARIES					
GEAR	**LENGTH**	**2016**	**2017**	**2018**	**2019**
HOK	10-12				
	12-18				
	18-24				
	24-40				
PMP	10-12				
	12-18				
	18-24				

SHI IN THE MEDITERRANEAN

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
DTS	4	36 237 819.00	82 877 123.27	44%	ane-gsa06	74 980.73	1.19	88 905.72	TRUE	**4.20**
					ara-gsa01	2 196 544.2	2.05	4 498 993.38	TRUE	
					ara-gsa02	1 699 467.6	2.13	3 626 663.94	TRUE	
					ara-gsa06	8 022 975.9	3.91	31 362 542.45	TRUE	
					dps-gsa01	2 999 327.0	4.86	14 576 729.57	TRUE	
					dps-gsa03	6 617.31	1.86	12 289.30	TRUE	
					dps-gsa06	5 897 324.1	2.53	14 911 805.32	TRUE	

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
					hke-gsa01_03	547 415.14	6.44	3 522 717.80	TRUE	
					hke-gsa01_05_06_07	3 711 841.2	4.92	18 266 166.08	TRUE	
					hke-gsa06	2 790 747.7	6.93	19 325 928.17	TRUE	
					hke-gsa07	96 692.55	14.33	1 385 926.50	TRUE	
					mur-gsa05	384 744.99	0.93	357 263.20	FALSE	
					mut-gsa01	163 413.18	3.89	635 495.71	TRUE	
					mut-gsa06	2 999 930.1	4.67	14 012 453.50	TRUE	
					mut-gsa07	106 786.13	1.32	141 233.27	TRUE	
					nep-gsa05	1 011 748.3	5.62	5 681 356.24	TRUE	
					nep-gsa06	3 440 689.2	5.73	19 705 765.54	TRUE	
					pil-gsa06	71 395.32	2.27	161 732.26	TRUE	
					sbr-gsa01_03	11 345.56	1.90	21 607.52	TRUE	
					swo-med	3 832.21	1.85	7 089.58	TRUE	
	5	24 778 534.89	45 974 639.58	54%	ane-gsa06	61 624.77	1.19	73 069.38	TRUE	**4.36**
					ara-gsa01	1 253 113.7	2.05	2 566 645.44	TRUE	
					ara-gsa02	429 988.86	2.13	917 596.23	TRUE	
					ara-gsa06	10 779 537	3.91	42 138 193.10	TRUE	
					dps-gsa01	351 622.18	4.86	1 708 883.78	TRUE	
					dps-gsa06	2 128 193.01	2.53	5 381 288.03	TRUE	
					hke-gsa01_03	140 514.95	6.44	904 239.74	TRUE	
					hke-gsa01_05_06_07	2 560 313.9	4.92	12 599 439.72	TRUE	
					hke-gsa06	2 169 906.4	6.93	15 026 602.02	TRUE	
					hke-gsa07	144 851.83	14.33	2 076 209.55	TRUE	
					mur-gsa05	44 919.33	0.93	41 710.81	FALSE	
					mut-gsa01	4 304.93	3.89	16 741.41	TRUE	
					mut-gsa06	1 595 169.6	4.67	7 450 920.15	TRUE	
					mut-gsa07	61 437.18	1.32	81 255.63	TRUE	
					nep-gsa05	738 691.47	5.62	4 148 036.72	TRUE	
					nep-gsa06	2 245 529.2	5.73	12 860 758.49	TRUE	
					pil-gsa06	59 013.63	2.27	133 683.94	TRUE	
					sbr-gsa01_03	1 641.20	1.90	3 125.64	TRUE	
					swo-med	8 160.76	1.85	15 097.40	TRUE	
HOK	4	24 674.41	38 270.98	64%	hke-gsa01_05_06_07	12 337.21	4.92	60 712.04	TRUE	**7.43**
					hke-gsa06	7 324.06	6.93	50 719.13	TRUE	
					hke-gsa07	5 013.14	14.33	71 855.06	TRUE	
HOK-LLD	2	307 509	309 294	99%	swo-med	307 509.43	1.85	568 892.44	TRUE	**1.85**
	3	3 650 382.64	4 618 730.74	79%	hke-gsa01_05_06_07	92.17	4.92	453.59	TRUE	**1.83**
					hke-gsa06	92.17	6.93	638.30	TRUE	
					swo-med	3 571 793.5	1.85	6 607 818.09	TRUE	
					swo-na	78 404.73	0.78	61 155.69	FALSE	

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile 2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
	4	5 368 658.57	5 917 487.50	91%	swo-med	4 115 499.8	1.85	7 613 674.75	TRUE	**1.60**
					swo-na	1 253 158.7	0.78	977 463.79	FALSE	
	5	913 132.40	1 082 446.21	84%	swo-med	666 272.68	1.85	1 232 604.46	TRUE	**1.56**
					swo-na	246 859.72	0.78	192 550.58	FALSE	
PS	3	8 876 548.09	21 227 914.22	42%	ane-gsa06	4 969 949.5	1.19	5 892 940.20	TRUE	**1.66**
					hke-gsa01_03	346.77	6.44	2 231.52	TRUE	
					hke-gsa01_05_06_07	346.77	4.92	1 706.46	TRUE	
					mut-gsa01	1 208.16	3.89	4 698.40	TRUE	
					pil-gsa06	3 902 041.8	2.27	8 839 319.20	TRUE	
					sbr-gsa01_03	1 185.90	1.90	2 258.53	TRUE	
					swo-med	1 469.13	1.85	2 717.88	TRUE	
	4	23 024 012.61	33 839 313.23	68%	ane-gsa06	14 880 816	1.19	17 644 396.95	TRUE	**1.57**
					hke-gsa01_03	74.66	6.44	480.43	TRUE	
					hke-gsa01_05_06_07	205.06	4.92	1 009.10	TRUE	
					hke-gsa06	130.40	6.93	903.02	TRUE	
					mut-gsa01	289.26	3.89	1 124.89	TRUE	
					mut-gsa06	108.36	4.67	506.14	TRUE	
					pil-gsa06	8 132 023.3	2.27	18 421 522.32	TRUE	
					sbr-gsa01_03	954.28	1.90	1 817.41	TRUE	
					swo-med	9 410.53	1.85	17 409.49	TRUE	

SHI MEDITERRANIAN					
GEAR	**LENGTH**	**2016**	**2017**	**2018**	**2019**
DTS	18-24				
	24-40				
HOK	12-18				
	18-24				
HOK-LLD	10-12				
	12-18				
	18-24				
	24-40				
PMP	12-18				
PS	10-12				
	12-18				
	18-24				
	24-40				

SHI OTHER REGIONS

SEGMENT		STOCK-AT-RISK TOTAL VALUE	STRATUM TOTAL VALUE	PER CENT	FISH STOCK	STOCK VALUE	F_etoile2	*F_ETOILE2XVALUE*	Overexploited stock	SHI
DTS	5	31 967 699.35	78 008 715.62	41%	ank.27.8c9a	728.87	0.22	160.35	FALSE	**1.13**
					bsc_34.1.3_34.3.1	13 770.00	1.02	14 045.40	TRUE	
					del_34.1.3_34.3.1	80 349.83	0.24	19 283.96	FALSE	
					dps_34.3.1	7 180 457.83	0.46	3 303 010.60	FALSE	
					dps_34.3.6	3 214 632.27	1.20	3 857 558.72	TRUE	
					dps-34.1	184 610.66	1.99	367 375.22	TRUE	
					gal_34.3.1	699 247.08	1.17	818 119.08	TRUE	
					gbr_mor	688.8327752	1.53	1053.914146	TRUE	
					gpw-34.1_3	34684.37564	1.89	65553.46996	TRUE	
					hke.27.8c9a	3514.809637	2.38	8379.306175	TRUE	
					hkm-34.1_3	19162424.66	1.37	26252521.79	TRUE	
					hom.27.9a	76.701792	0.25	19.52409251	FALSE	
					hom_34	975970.9636	1.27	1239483.124	TRUE	
					ldb.27.8c9a	616.0035339	0.76	469.1840388	FALSE	
					meg.27.8c9a	155.3473889	0.87	135.8272981	FALSE	
					mon.27.8c9a	1094.168585	0.39	423.9903268	FALSE	
					nep.fu.2627	12.12246501	0.32	3.864035721	FALSE	
					nep.fu.2829	317.7361881	0.46	146.4763827	FALSE	
					occ_34.1.3_cap	54979.43494	1.03	56628.81798	TRUE	
					par_34.1.3_34.3.1	359367.6545	0.74	265932.0644	FALSE	
HOK	3	271 329.69	306 541.79	89%	del_34.1.3_34.3.1	10 840.43	0.24	2 601.70	FALSE	**1.32**
					hkm-34.1_3	260 489.26	1.37	356 870.29	TRUE	
HOK-LLD	5	34 885 935.28	87 190 316.38	40%	bet-atl	508 719.91	1.63	829 213.46	TRUE	**0.90**
					blm-io	16 455.72	0.96	15 797.49	FALSE	
					bsh-io	2 801 722.84	0.86	2 409 481.65	FALSE	
					mls-io	29 160.20	1.99	58 028.80	TRUE	
					swo-io	8 619 829.66	0.79	6 824 031.81	FALSE	
					swo-na	5 655 217.78	0.78	4 411 069.87	FALSE	
					swo-sa	16 513 274.3	0.98	16 183 008.82	FALSE	
					yft-atl	627955.1185	0.96	602836.9137	FALSE	
					yft-io	113599.7301	1.20	136319.6761	TRUE	

SHI OTHER REGIONS					
GEAR	**LENGTH**	**2016**	**2017**	**2018**	**2019**
DTS	24-40				
HOK	12-18				
	24-40				
HOK-LLD	24-40				
PS	>40				

The following segments made catches of a species at risk accounting for more than 10%:

	SUPRA-REGION	GEAR	LENGTH	STOCK AT RISK	TOTAL WEIGHT	TOTAL WEIGHT STRATUM	PERCENTAGE
2016	NORTH ATLANTIC	PS	10-12	HOM.27.2A4A5B6A7A-CE-K8	481 364.40	2 226 804.27	21.62%
			24-40	HOM.27.2A4A5B6A7A-CE-K8	5 769 747.14	34 961 229.76	16.50%
	MEDITERRANEAN	DTS	24-40	HKE-37	708 296.30	5 647 283.31	12'.4%
		PMP	12-18	PIL-GSA6	458 309.20	2 132 473.50	21.49%
		PS	12-18	PIL-GSA6	2 652 242.67	14 262 216.77	18.60%
			18-24	PIL-GSA6	4 513 012.71	23 353 172.71	19.33%
			24-40	PIL-GSA6	1 045 475.15	5 595 168.72	18.69%
2017	NORTH ATLANTIC	DTS	>40	COD-27.1-27.2	14 325 259.85	34 169 352.31	41.92%
	MEDITERRANEAN	PGO	12-18	SWO-37	727 009.27	1 087 853.14	66.83%
			18-24	SWO-37	754 125.48	1 157 553.98	65.15%
2018	NORTH ATLANTIC	DTS	>40	COD-27.1-27.2	13 143 354.33	32 956 438.36	39.88%
	MEDITERRANEAN	HOK-LLD	12-18	SWO-37	595 941.38	745 855.53	79.90%
			18-24	SWO-37	759 536.56	970 717.47	78.24%
	OFR	PS	>40	YFT-INDIAN-OCEAN	45 354 928.98	278 890 894.66	16.26%
2019	NORTH ATLANTIC	DTS	>40	COD-27.1-27.2	13 939 166.63	36 211 026.26	38.49%
		PS	00-10	PIL.27.8c9a	8 639.60	34 401.59	25.11%
	MEDITERRANEAN	HOK-LLD	06-12	SWO-MED	47 315.54	48 111.98	98.34%
			12-18	SWO-MED	579 450.75	770 538.90	75.20%
			18-24	SWO-MED	692 660.20	967 818.70	71.57%
			24-40	SWO-MED	123 777.49	178 389.63	69.39%
	OFR	PS	>40	YFT.IOTC	42 278 295.65	256 096 238.43	16.51%
	CANARIES	PS	10-12	SAA.34.1-3.12	7 817.00	19 064.18	41.00%
	MOROCCO	HOK	18-24	GBR.34.1.11-12	10 569.60	56 137.24	18.83%

ECONOMIC INDICATOR

These indicators were calculated for groups of segments to ensure statistical confidentiality, i.e. where a segment consisted of a low number of vessels it was grouped with a similar segment. Specifically, two indicators were calculated:

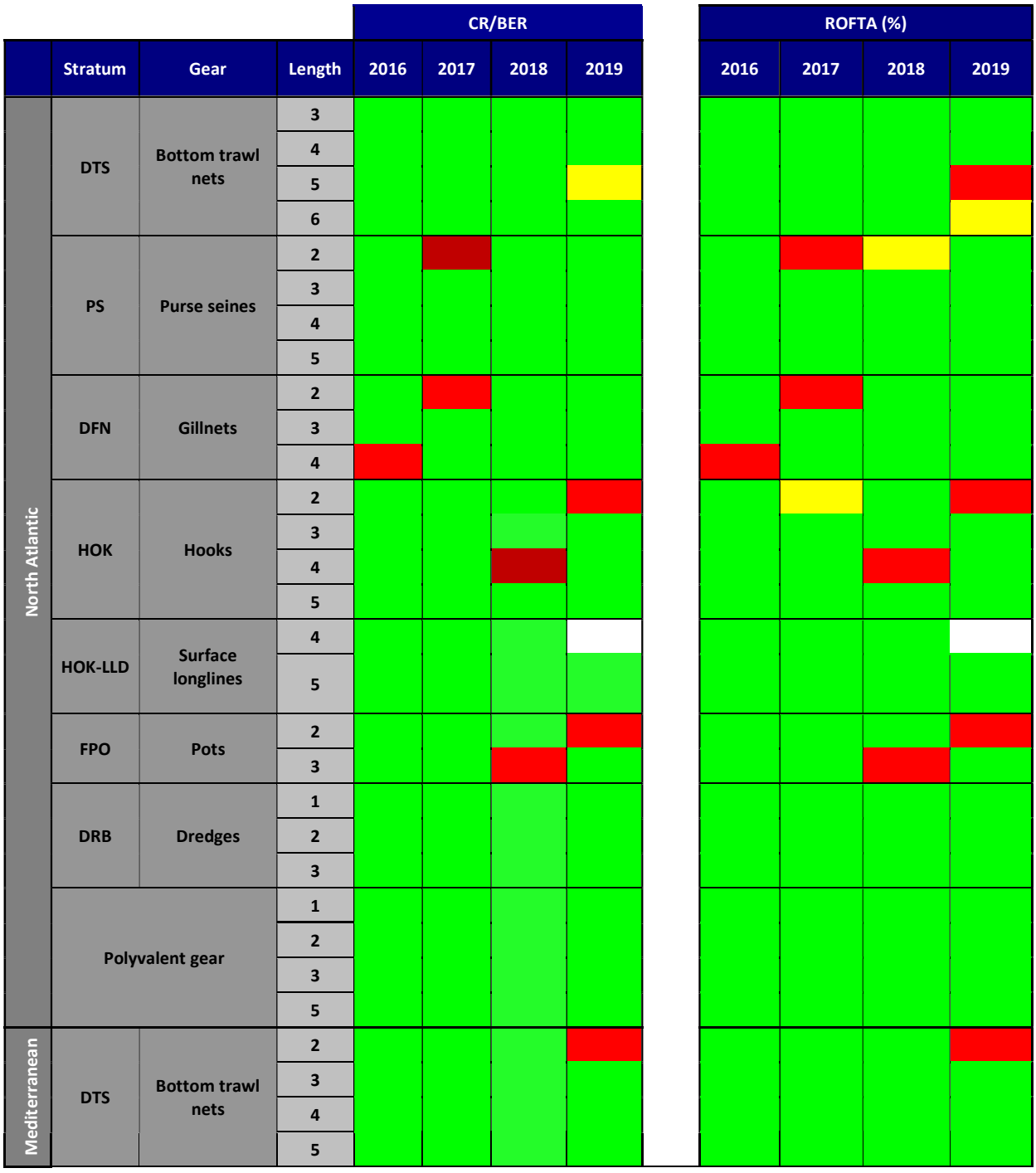
1. CR/BER: This indicator measures short-term economic profitability. It compares current revenue (CR) with break-even revenue (BER), which is the revenue needed to cover the fixed and variable costs incurred when carrying out the activity.

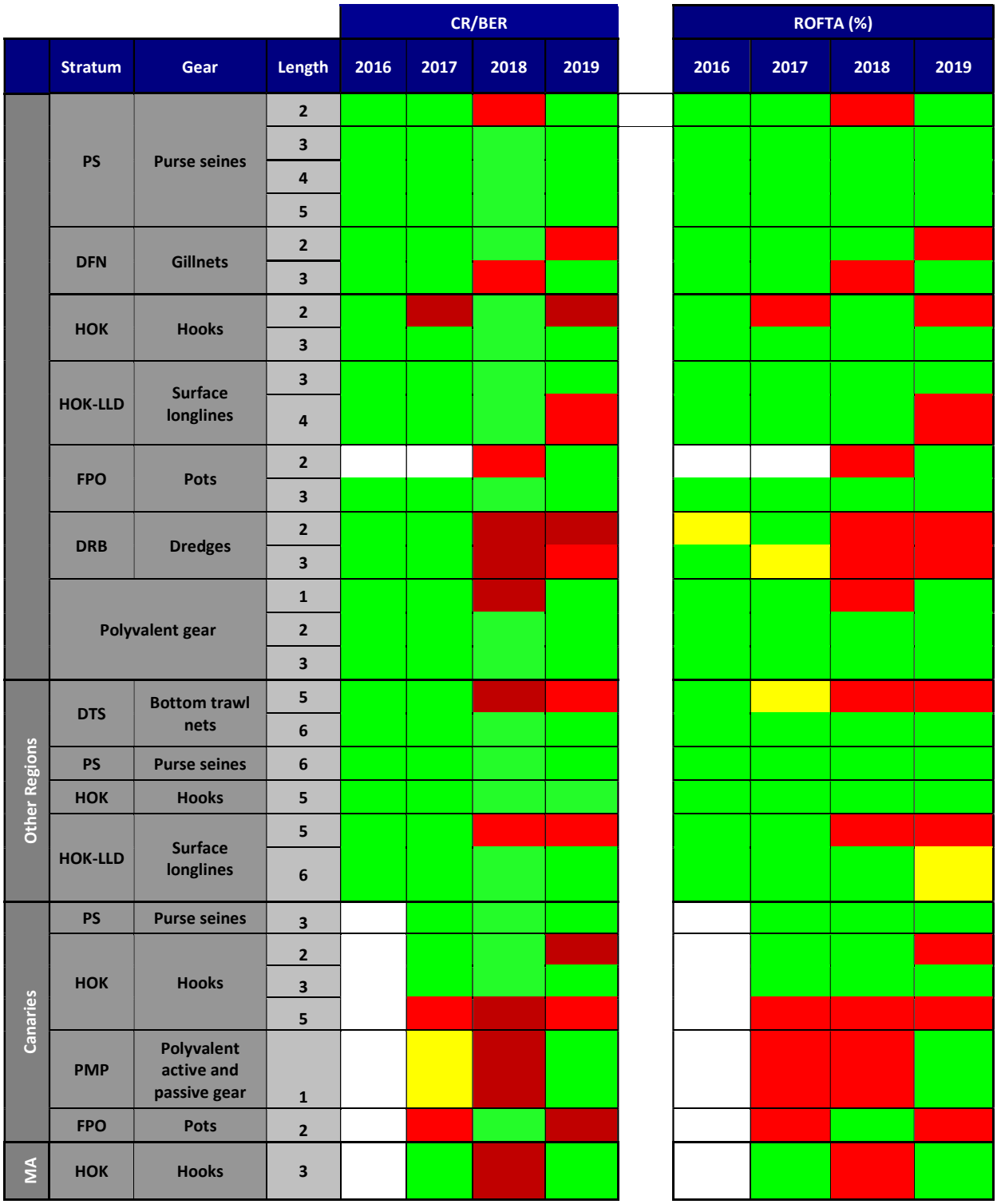
2. ROFTA: This indicator measures long-term economic profitability. It compares the return on investment actually achieved with the return that would have been achieved had the investment been made at a long-term risk-free interest rate (TRP).

Below is the TRP achieved in the past few years:

	2014	2015	2016	2017	2018	2019
TRP	4.82	4.56	4.06	3.25	2.4	1.77

It should be noted that the data is collected statistically, which may lead to variations from one year to the next depending on the population sampled. The results were as follows:




CR/BER
ROFTA (%)
Stratum
Gear
Length
2016
2017
2018
2019
PS
Purse seines
DFN
Gillnets
HOK
Hooks
HOK-LLD
Surface longlines
FPO
Pots
DRB
Dredges
Polyvalent gear
Other Regions
DTS
Bottom trawl nets
Canaries
PMP
Polyvalent active and passive gear
MA

TECHNICAL INDICATOR

Two indicators were calculated:

1. The vessel-use indicator, which measures the relationship between the maximum potential effort of the fleet and the actual effort carried out. For the second year in a row, this indicator was calculated on the basis of days at sea using the FecR algorithm for fishing effort calculations developed at the 2nd workshop on transversal variables held in Nicosia, Cyprus, from 22 to 26 February 2016 (Castro Ribeiro et al., 2016). The technical 220 indicator is also maintained, but only for information purposes.

2. The inactivity indicator, which determines how intensively vessels of a fleet segment are used. It is based on those vessels that had no fishing days over the year.

Vessel-use indicator results:

			EFFORT TECHNICAL INDICATOR (FERC)			TECHNICAL INDICATOR MAX = 220	
Stratum	Gear	Length	2018	2019		2018	2019
DFN	Gillnets	1					
		2					
		3					
		4					
		5					
DRB	Dredges / Trawl nets	1					
		2					
		3					
DTS	Trawl net	2					
		3					
		4					
		5					
		6					
FPO	Pots	2					
		3					
HOK	Hooks	1					
		2					
		3					
		4					
		5					
HOK-LLD	Surface longlines	3					
		4					
		5					
PGP	Polyvalent passive gear	4					
		5					
PMP	Polyvalent active and passive gear	1					
		2					
		3					
		4					
PS	Purse seines	1					
		2					

			EFFORT TECHNICAL INDICATOR (FERC)			TECHNICAL INDICATOR MAX = 220	
Stratum	Gear	Length	2018	2019		2018	2019
		3					
		4					
		5					
DFN	Gillnets	2					
		3					
DRB	Dredges / Trawl nets	1					
		2					
		3					
DTS	Trawl net	2					
		3					
		4					
		5					
FPO	Pots	2					
		3					
		4					
		5					
HOK	Hooks	1					
		2					
		3					
		4					
		5					
HOK-LLD	Surface longlines	2					
		3					
		4					
		5					
PMP	Polyvalent active and passive gear	1					
		2					
		3					
PS	Purse seines	2					
		3					
		4					
		5					
		6					
DTS	Trawl net	5					
		6					
HOK	Hooks	3					
		4					
		5					
		6					
HOK-LLD	Surface longlines	3					
		5					
		6					
PS	Purse seines	6					
FPO	Pots	2					
		3					
HOK	Hooks	1					
		2					
		3					

Stratum	Gear	Length	EFFORT TECHNICAL INDICATOR (FERC) 2018	EFFORT TECHNICAL INDICATOR (FERC) 2019	TECHNICAL INDICATOR MAX = 220 2018	TECHNICAL INDICATOR MAX = 220 2019
		4				
		5				
PMP	Polyvalent active and passive gear	1				
		2				
		3				
		4				
PS	Purse seines	2				
		3				
HOK	Hooks	1				
		2				
		3				
		4				

Results regarding inactivity:

	NORTH ATLANTIC									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
0-10	16.80	15.00	13.92	12.55	13.54	12.15	11.80	11.75	10.44	12.24
10-12	4.07	4.50	3.89	4.28	3.67	3.63	4.21	6.59	4.25	4.57
12-18	4.13	4.22	4.36	4.77	3.65	4.39	4.28	6.04	6.25	5.61
18-24	3.21	3.40	1.88	1.15	1.56	0.41	1.23	0.00	0.00	3.42
24-40	5.38	4.75	4.42	6.32	3.85	5.90	4.17	7.21	6.09	2.46
>40	20.69	24.00	19.23	18.18	10.00	0.00	7.14	0.00	0.00	0.00
TOTAL	13.30	12.08	11.18	10.34	10.80	9.95	9.68	10.06	8.94	10.19

	MEDITERRANEAN									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
0-6	66.94	63.00	54.18	53.54	51.10	48.10	44.10	43.82	37.27	36.14
6-12	19.28	18.53	16.97	14.78	14.05	15.13	15.28	19.15	16.17	16.47
12-18	5.07	5.15	5.29	6.51	6.01	9.07	8.35	12.33	9.81	10.37
18-24	2.20	2.29	2.81	3.09	2.10	1.92	1.43	5.31	3.95	2.78
24-40	2.11	1.63	5.52	2.84	3.61	1.90	1.25	0.00	0.00	4.40
>40										0.00
TOTAL	18.89	17.58	15.60	14.24	13.28	13.80	13.07	16.25	13.41	13.70

	OTHER REGIONS									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
0-10	35.11	34.29	26.44	24.35	22.88	20.78				
10-12	14.75	19.12	11.67	7.35	7.58	6.59				
12-18	8.70	16.42	8.22	6.25	3.53	8.06				0.00
18-24	29.17	40.00	100.00	100.00	100.00	15.38	100.00			60.00
24-40	13.82	11.17	15.64	13.94	14.47	12.24	10.85	15.15	15.60	13.39
>40	6.06	4.90	6.32	8.33	7.53	7.06	4.55	0.00	0.00	3.33
TOTAL	26.33	26.25	21.14	19.14	17.83	16.27	9.13	9.35	9.69	10.31

	CANARIES			
	2017	2018	2019	2020
0-10	22.37	22.73	23.73	25.90
10-12	6.25	23.08	25.33	16.13
12-18	6.52	0.00	0.00	7.27
18-24	100.00			9.09
24-40	0.00	0.00	0.00	5.88
>40				
TOTAL	19.55	20.59	21.69	22.94

	FLEET TOTAL									
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
0-10	22.30	20.29	17.51	15.97	16.32	14.66	14.29	14.21	12.92	14.66
10-12	15.96	15.62	14.04	12.29	11.66	12.41	12.63	16.72	14.09	13.92
12-18	4.74	5.24	4.95	5.56	4.55	6.49	5.96	8.27	7.29	7.54
18-24	3.36	3.66	3.00	2.93	2.17	1.64	1.95	3.37	2.54	3.53
24-40	6.86	5.59	7.48	7.23	6.35	6.38	4.65	6.85	6.57	5.44
>40	9.38	8.66	9.09	10.17	7.96	5.88	4.90	0.00	0.00	2.83
TOTAL	16.37	15.23	13.49	12.38	12.23	11.68	11.34	12.57	11.17	12.14

The 10-year trend (11-20) shows a general improvement in the operation (rate of use) of the Spanish fishing fleet, with the percentage of inactive vessels declining year after year, with the exception of 2018 which was a year with low activity. However, inactivity increased again in 2020 in all fishing areas, probably mainly due to the COVID-19 pandemic.

Analysed by supra-region, the data shows an increasing rate of inactivity over the past 4 years specifically for the Canaries fleet, breaking the trend of the rest of the Spanish fleet.
Small-scale vessels less than 10 metres in length also have a considerable rate of inactivity, reaching more than 12% in the North Atlantic and 36% in the Mediterranean.

The 'other regions' supra-region saw a significant decline in inactivity from 2016 to 2017 because Morocco and the Canaries were separated out from this region for the first time in 2017.

Lastly, note that a 0% inactivity rate indicates that all vessels in that segment were active. Conversely, in the segments where there is no indicator value, this means that there were no vessels in the relevant length class.