2020 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

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A. REPORT SUMMARY

In 2020, of the **8 937 vessels** on the register*, 7 852 (88%) were active in fishing and the remaining 1 085 were inactive (12%). It was mainly the artisanal fleet that was inactive, as 949 of the 1 085 vessels not performing any activity were under 12 metres in length.

The Spanish fleet operates mainly in national fishing ground waters as, of the active vessels, 7 472 operated in those waters, which accounts for almost 95% of the active fishing fleet, representing approximately 36% of the total tonnage and 62% of the total kW, with an average age and length of 32 years and 10 metres, respectively.

In 2020, the Spanish government continued its structural adjustment of the country's fishing capacity through actions in the areas of management, competitiveness, diversification, monitoring and surveillance, helping to establish a fleet that is more closely aligned with fishing opportunities. In this way, during the financial year concerned, 98 vessels were permanently removed from the register and there were 55 new registrations, representing a decrease in capacity measured in terms of tonnage and power, for which the figures, as at 31 December 2020, stood at 329 571.86 GT and 772 537.53 kW; therefore, we can conclude that the fleet is still on the path to compliance with the values set out in Regulation (EU) No 1380/2013.

To this we must add the effect of temporary stoppages, which in 2020 have meant an annual decrease in fishing effort of 3 214 320.37 GT† and 10 576 724.37 kW, with these high values being related to the temporary cessation of activity between 1 February and 31 December 2020 due to COVID.

In general, Spain has a high level of compliance with the provisions of the CFP. In 2020, a total of 705 decisions on infringement proceedings in external water sea fisheries were issued, of which 605 resulted in a decision to impose penalties.

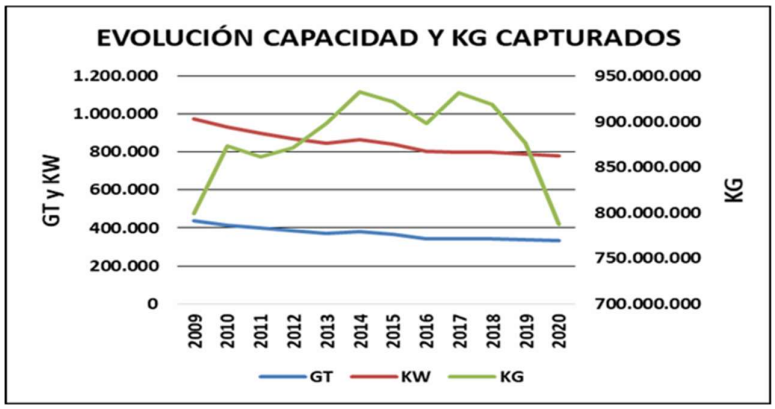
Economic, biological and technical indicators were obtained for the fleet that operated in 2019, as this is the last year for which economic data are available. The fleet was classified into 88 segments, clustered into 59 segments in order to maintain statistical confidentiality when establishing the economic indicator. Following evaluation, 11 segments revealed imbalances while 77 were found to be in balance.

An action plan was established for the segments where there was an imbalance.

* Registered vessels: includes vessels that are definitively registered, provisionally registered and provisionally removed from the General Register of the Fishing Fleet.

† The reduction in fishing effort has been calculated by taking the GT tonnage of each vessel that received aid and multiplying it by the number of days of inactivity.

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



	TREND IN CAPACITY AND KG CAUGHT
	1 200 000
	GT and kW
	kg
	GT
	kW
	kg

Analysis of the trend in the Spanish fleet over the past 12 years shows that a significant fall in catches, together with a continual reduction in capacity, demonstrate that effort management measures, closure period, management plans, quotas, etc. have a more notable impact on the decline in catches than the limit on fishing capacity. It is also worth noting the sharp drop of almost 10% in catches in 2020, mostly due to the COVID pandemic, which has resulted in a decrease of 81 643 tonnes.

In the drafting of this report, the criteria set out by the European Commission with regard to the segmentation of the population by supra-regions and fishing gear have been followed; although we continue to insist that this level of aggregation does not allow us to give a true picture of the Spanish fleet, given the great diversity in catches, gear and fishing grounds that characterises us.

C. STRUCTURE OF THE FLEET

i. Description of the fleet active in 2020

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

In 2020, the average **age** of the active Spanish fleet was 32 years. The artisanal fleet is the oldest (36 years), compared with vessels measuring over 24 metres in length, which are barely 20 years old.

As regards **fishing techniques**, artisanal vessels using polyvalent gear account for 46% of the total, followed by vessels using dredges, which are mainly artisanal and dedicated to harvesting shellfish, and which account for 22% of the total. These are followed, in descending order, by vessels using trawl nets (11%), purse seines (7%), hooks including surface longlines (7%) and gillnets (5%).

ii. Link with fisheries: management of fishing activity by the Spanish fleet

There are practically no areas of fishing activity without management measures, which contributes to the conservation and sustainability of fishery resources. In this respect, the principle of establishing quotas for fishing grounds and methods in Spain is contributing to maintaining the general stability of the fleet and, in turn, to the relative maintenance of the fishing effort.

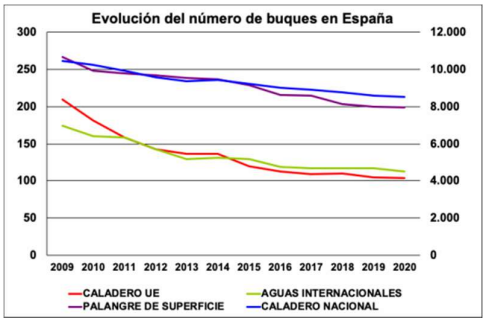
Management and recovery plans				
Improvement plan	**Fishing ground**	**Register(s) by method(s) concerned**	**Target**	**Link to the standard**
Multiannual conservation and management programme +A4:A11 for tropical tunas (ICCAT)	Indian Ocean	a) Freezer tuna seiners b) Pole-and-line tuna-fishing vessels (Canary Islands) c) Pole-and-line tuna-fishing vessels in African waters based in Dakar d) Artisanal Canary Islands fleet e) Surface longliners f) Rest of the fleet	To reduce current levels of fishing mortality on tropical tunas (bigeye tuna) and reduce catches of juveniles.	https://www.boe.es/diario_boe/txt.php?id=BOE-A-2020-4697
Swordfish management plans: **Recovery plan for North and South Atlantic swordfish (ICCAT)** **Conservation plan for Mediterranean swordfish (ICCAT)** **Capacity restraint measures for the Western Central Pacific Ocean (WCPFC) and the Indian Ocean (IOTC)**	Mediterranean waters, waters under sovereignty or jurisdiction up to 80 miles into the Atlantic Ocean, waters of the Atlantic Ocean north of parallel 5° N and outside waters under sovereignty or jurisdiction up to 80 miles from the baselines, waters of the Atlantic Ocean south of parallel 5° N, zones of: IOTC, IATTC, WCPFC.	Consolidated register of surface longliners	To recover SWO stock in the North Atlantic and conserve SWO stock in the Mediterranean.	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 Ocean and the Mediterranean Sea (ICCAT)	Eastern Atlantic Ocean and Mediterranean Sea	a) Cantabria live bait fleet, Cantabria and Northwest fishing ground.C18 b) Rod and handline fleet in the Strait. c) Longliner and handliner fleets. d) Mediterranean purse seiner fleet. e) Traps. f) Pole-and-line vessels authorised to fish in the waters of the Canary Islands fishing ground. g) Mediterranean small-scale gear fleet. h) Artisanal vessel fleet fishing in the Strait with catch limits.	Once the bluefin tuna stock has recovered in the described areas, a management plan is established in order to maintain the bluefin tuna biomass within an adequate limit with a correct maximum sustainable yield.	https://www.boe.es/buscar/doc.php?id=BOE-A-2019-1789
North Atlantic albacore management measures	North of 36° N in the Atlantic Ocean	Live bait and trolling liners	To manage coastal fishing for bonito and help bluefin tuna stock recovery.	https://www.boe.es/eli/es/o/1998/02/17/(5)
Interim Plan for Rebuilding the Indian Ocean Yellowfin Tuna Stock (IOTC)	Indian Ocean	Freezer tuna seiners authorised to fish for tropical tunas in the Indian Ocean	To establish, for the first time, a permanent catch limit for yellowfin tuna, a register of freezer tuna seiners authorised to fish for tropical tunas in the Indian Ocean and to rebuild the yellowfin tuna stock and ensure the conservation of the remaining tropical tunas.	https://www.boe.es/eli/es/o/2021/01/19/apa25/con
Demersal species plan	Mediterranean	Mainly trawling	National implementation of Regulation (EU)	https://www.boe.es/eli/es/o/2020/05/18/apa423
Use of fishing opportunities	Cantabria and NW, Gulf of Cadiz and Portugal	All methods	Flexibility and optimisation of the use of fishing opportunities	https://www.boe.es/eli/es/o/2020/04/01/apa315

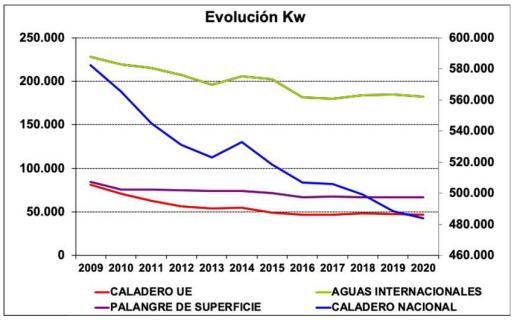
iii. Trend in fleet and fishing activity

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

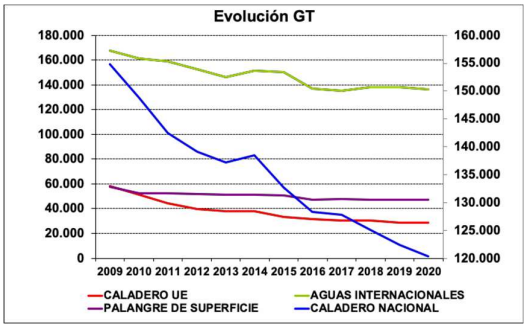
‡

‡ In the graphs, the right-hand axis refers to the National Fishing Ground.





	Trend of the number of vessels
	EU FISHING GROUNDS
	SURFACE LONGLINERS
	INTERNATIONAL WATERS
	NATIONAL FISHING GROUND
	12 000
	Trend of kW
	EU FISHING GROUNDS
	SURFACE LONGLINERS
	INTERNATIONAL WATERS
	NATIONAL FISHING GROUND
	600 000



	Trend of GT
	EU FISHING GROUNDS
	SURFACE LONGLINERS
	INTERNATIONAL WATERS
	NATIONAL FISHING GROUND
	160 000

D. FISHING EFFORT SCHEMES

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

regulations are enforced.

i. List of fishing effort schemes

The management plans for the fisheries are set out in Section C ii, 'Link with fisheries: management of fishing activity by the Spanish fleet', and this section lists those concerning closure periods:

- Permanent closures

FISHING GROUND		Species	Zone
NATIONAL	Coral fishing vessels	Red coral	All national waters
MEDITERRANEAN	Trawl net	Hake	8 areas in Catalonia, Order APA/753/2020, of 31 July 2020

- Temporary closures

FISHING GROUND	Register/method	Species	Zone	Duration
International waters in the Pacific	Tuna seiners	Bigeye tuna (BET), Yellowfin tuna (YFT),	IATTC area between 96° and 110° W and between 4° N and 3° S	9 October (00:00) - 8 November (24:00)
International waters in the Pacific	Tuna seiners	All	IATTC area	9 November (00:00) - 19 January (24:00)
Mediterranean	Longliners	Swordfish (SWO)	Mediterranean	1 January to 31 March
Mediterranean	All vessels	Albacore tuna (ALB)	ICCAT area	1 October to 30 November
International waters in the Atlantic	Tuna seiners	FADs	ICCAT area	1 January to 28 February 2020
International waters in the Atlantic	Tuna seiners	DFADs	ICCAT area	15 December 2019 to 28 February 2020
International waters in the Pacific	Tuna seiners	FADs	WCPFC area between 20° N and 20° S	1 July to 30 September
International waters in the Pacific	Tuna seiners	FADs	WCPFC area	1 April to 31 May
National Gulf of Cadiz	Trawl net	Octopus	Gulf of Cadiz	16 August-15 September
National Mediterranean	Trawl net	Hake	Various areas in Valencia, the Balearic Islands, Murcia and Ar	Variable, see Order APA/753/2020, of 31 July 2020
National Mediterranean	Trawl net	All	Various provinces	Variable, see Order APA/6/2020, of 14 January 2020
National Mediterranean	Purse seines	All	Various provinces	Variable, see Order APA/6/2020, of 14 January 2020
National Gulf of Cadiz	Trawl net	All	Gulf of Cadiz	16 September-31 October
National Gulf of Cadiz	Purse seines	All	Gulf of Cadiz	1 December-31 January
National Cantabria NW	Trawl nets and hooks	Red seabream	Various areas (see Order APA/359/2019, of 26 March 2019)	April to September

ii. Impact of fishing effort reduction schemes on capacity

In the course of 2020, a total of 98 vessels were permanently removed from the register and there were 55 new registrations, which represents a drop in capacity, measured in terms of tonnage and power.

To this we must add the effect of the temporary stoppages: taking into account the tonnage and power of the vessels that benefited from this aid and the number of calendar days that they remained moored in harbour, we can say that this aid enabled a decrease in fishing effort of 3 214 320.37 GT[§] and 10 576 724.37 kW in 2020. This marked decrease is a result of COVID, which led to a reduction of 2 964 511.69 GT and 9 657 910.69 kW due to temporary cessation of activity between 1 February and 31 December 2020.

In addition, in the case of trawlers and purse seiners in the Gulf of Cadiz, these stoppages enabled (once those in receipt of aid are removed) a decrease of 658 838.71 GT and 1 209 076.43 kW, with a reduction in effort of 30 days for purse seiners and 45 days for trawlers, thereby decreasing the impact on over-exploited species such as hake, mackerel, horse mackerel or blue whiting. Finally, it cannot be forgotten that the effort was reduced by 30 days for the entire octopus trawler fishing fleet.

[§] The reduction in fishing effort has been calculated by taking the GT tonnage of each vessel that received aid and multiplying it by the number of days of inactivity.

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 CANARY						
CANARY ISLANDS	EU		Av. EU Waters		Av. 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

NATIONAL TOTAL (Including the Canary Islands)	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 strengths, successes and weaknesses of the fleet management system

Strengths and successes:

- IT improvements in data (VED and VCD) collection and consolidation for the fleets operating in third country waters under SFPAs and in international waters in the context of RFOs: transmission of this data through the FLUX system and the system of algorithms for the completion of the Economic Data Call (DORI). Use of the LICENCE system has begun for the processing of licences for SFPAs for the Spanish fleet operating in external waters. The application of the General Register of the Fishing Fleet (*Registro General de la Flota Pesquera*) in the Spanish Fishing Information System (*Sistema de Información Pesquera Español* - SIPE) has continued, increasing the information available and developing improvements in web services with the Merchant Marine and with the Social Marine Institute (*Instituto Social de la Marina* - ISM), which facilitates and streamlines the processing of administrative procedures relating to the General Register of the Fishing Fleet. In addition, its link with the Fisheries Monitoring Centre means that the information available to the Administration for the control of fishing activity is much more detailed and accurate.
- Work with the Register of Professionals in the Fishing Sector and the databases on Spanish graduates in third countries and of officers on board national vessels not using Spanish ports continues.
- With the categorisation of the different vessels of the Spanish fleet in the various fishing producer organisations and fishermen's guilds, a source of data needed to comply with the Common Fisheries Policy and, in particular, Common Market Organisation, has been achieved.
- Investment in data collection has been boosted, including specific observers to monitor catches of vulnerable sensitive species in zone 8, as well as the implementation of the programme of specific observers to monitor Regulation (EU) No 2016/2336. In addition, research campaigns have continued on board fishing vessels, in a year that has been

particularly complicated due to the health situation.

- For the first time, mitigation measures have been established and the collection of data has been improved in relation to by-catches of cetaceans in the Cantabria and NW zone, which have also been agreed at regional level in the European Union and are applicable from 2021 pursuant to Order APA/1200/2020, of 16 December 2020.
- The continuity of the annual Programme of Observers On Board Surface Longliners operating within the framework of the RFOs for Highly Migratory Species, with minimum observer coverage of 5% of the fishing effort in each of the pelagic longline fishing grounds. In addition, observers, as well as associations and contracting companies, have been trained to improve the quality of observation data.
- To carry out the scientific work, data has been obtained, from hauls of freezer tuna seiners, integrated in the Electronic Logbook and its sampling application, which is expected to reduce errors in data collection. An individual catch limit system has been introduced for the first time for all three tropical tuna species (bigeye, skipjack and yellowfin tuna) in the Indian Ocean, in addition to the individual catch limit for yellowfin tuna, through the publication of Order APA93/2020 of 4 February 2020.
- The quota management system was strengthened in 2020, under the current distribution parameters, in the Cantabria and NW zone, the Gulf of Cadiz and Portuguese waters, by making the exchange and optimisation of the use of the quotas distributed more flexible, for better business planning and, at the same time, efficient use of the quotas allocated to Spain on an annual basis.
- In the Mediterranean, the Multiannual Plan for Demersal Resources in the Western Mediterranean has been launched, which constitutes the main management framework for the trawler fleet in the coming years. A ministerial order has thus been established to develop the multiannual plan, with the aim of managing the fishing effort scheme created for trawling and the establishment of the time/area closure periods required by the plan (Order APA/423/2020, of 18 May 2020, and its supplementary order, Order APA/753/2020, of 31 July 2020).
- In respect of the landing obligation, measures have been adopted that have meant that, within the first two years of full application of this new EU policy, there has been no early cessation of activity as a result of the so-called bottleneck effect.
- Increase of the protected areas referred to as Marine Areas of Fishing Interest (*Reservas marinas de interés pesquero*) with the inclusion in November 2020 of Isla de Dragonera, which raises the number of Marine Areas of Fishing Interest in external waters established by MAPA to 12.
- In the area of monitoring the activity of the fishing fleets through the VMS, a great improvement has been observed with real-time access to register data, licences and Electronic Logbook (*Diario Electronico de Abordo* - DEA) catch data directly from the Monitoring Centre's own applications. In addition, it has also been possible to incorporate coastal AIS positioning data from the Spanish fishing fleet into these Fisheries Monitoring Centre data applications, which allows the VMS data to be supplemented in an important way.
- The material resources for better control of the fleet in its daily activities have been increased through the acquisition of drones.

Weaknesses:

- It has been assumed that some basic rules need to be updated. In this respect, work is ongoing on a review of all Royal Decrees applicable to the national fishery of Cantabria and the NW, the Gulf of Cadiz and the Mediterranean, in the form of a unified Royal Decree that is expected to be submitted for consultation throughout 2021. A new Royal Decree on the organisation of the fishing fleet is also in progress, to update and improve its management and the capacity entry and exit system.
- In the case of the Mediterranean, there is widespread rejection among the Spanish fishing sector of the application of the multiannual plan for demersal resources in the Western Mediterranean, together with, though not widespread, rejection of certain specific aspects introduced, such as the optimisation of the use of quotas in the Cantabria and NW zone.
- In the case of the Canary Islands, there is a need for regulatory development and improvement of the management system for some fishing gears, such as pots or shark nets.
- On the issue of engine power verification, it has been noted that there are vessels that could operate with a higher power than that recorded in the register; due to the complexity of the issue and the difficulty of detecting it, Spain is working on an agreement with the authorities of the Merchant Marine to enable the creation of a comprehensive and continuous programme of engine verification.
- Need for continued improvement in certain aspects of the responses to certain Data Calls (e.g. data on socio-economic variables). With regard to the VMS, it is noted that the existence of many and varied regulations at national, EU and international level hampers and makes the optimal monitoring of these activities through this system very burdensome and time-consuming.
- Need to increase the number of inspectors to cope with the increasing number of fleet inspection monitoring requirements.
- Accelerating the start-up of the CATCH-IT system to compare certificates received in Spain with other EU certificates, would link all EU databases.
- It is difficult to monitor compliance with the landing obligation and the installation of Closed Circuit Television (CCTV) is therefore being insisted upon.

ii. Plan for improvements to the fleet management system

- A competitiveness strategy for the fishing sector continues to be implemented, with actions incorporating funding instruments and actions in the areas of structural support, marketing, specific management and social support.
- New fleet organisation legislation.
- The management measures currently in force for recreational fishing are under review. This need arises from the enormous expansion of this activity in recent years, which requires improved data collection, as well as the implementation of new control measures.
- Amendment of the Iberian sardine order (Order ARM/605/2018) to adapt it to the new biological reality of the population.
- Adaptation of the order regarding the fleet of 300 vessels (Order ARM/920/2017) to establish mechanisms to regulate the consumption of species quotas that are not distributed individually per vessel.
- The functioning of the fleet management system continues to be monitored in order to annually regulate the management of the fishing opportunities allocated to Spain and not distributed individually (e.g. rays, red seabream, etc.) and to ensure their rational, efficient

and optimal use.

- Development of the Engine Power Verification Plan

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

In general, Spain has a **high level of compliance with the provisions of the CFP.** One of the best examples is that already in 2019, all stocks exploited by Spain under the TACs and Quotas Regulation were already complying with the maximum sustainable yield, according to the available scientific evaluations, one year earlier than foreseen by the CFP.

Level of compliance with the CFP	
Measures	**Most relevant aspects to highlight**
Landing obligation	• The procedure for the acquisition of drones has been initiated: MATRICE 200 model. Short-range drones acquired to monitor illegal fishing of bluefin tuna in the Strait, discarded catches in the vicinity of ports, transhipment of immature fish in inland waters. We have 12 trained pilots. • Acquisition of 33 small drones: MINI2. • Acquisition of four offshore patrol vessels operated by the Guardia Civil and modernisation of three ocean-going patrol vessels operated by the Navy for the monitoring of the activity of the fishing fleet.
Control of fishing quotas	Increased monitoring and improvement of information systems. Great effort continues to be made to improve the **electronic information transmission systems (ERS/Flux)**, installing automatic information exchange systems between those Member States where Spanish vessels operate and/or land
Control of illegal fishing	**Improvement of procedures for the monitoring of imports** of fishery products from third countries, of IT systems and in coordination with customs services through the Customs Single Window Participation in the **FAO Global Record of Fishing Vessels Project,** to promote transparency in the international community as a tool to control IUU fishing. Development of the Commission's **electronic certificate system for Catch Certificates**.
Data collection	**LOGISTICS**: implementation of the new database for monitoring and inspection activities, which allows us to use the information in a detailed and up-to-date way for all the inspection and monitoring activities carried out.
Electronic Logbook Application	Work to improve the application with the implementation of a new version. New requirements are included in accordance with legislation.
Activities of the Fisheries Monitoring	This could be improved as too many regulations complicate the monitoring of activity in the different fishing grounds through this system.
Control in general	The amendment of the Control Regulation and the regulation of IUU fishing will entail a modernisation of the monitoring and inspection system, as well as the incorporation of elements to regulate IUU fishing to establish a single system.

As regards **engine power verification**, and following the results obtained in the Pilot Project (2019)9504/MARE, Spain has designed a power verification programme in collaboration with the Autonomous Communities and the Ministry of Transport (DG Merchant Marine). For this reason, an analysis of the fleet in relation to the requirements set out in Article 62(4) of Commission Implementing Regulation (EU) No 404/2011 was carried out in 2020. Following this analysis, pursuant to Article 41 of Council Regulation (EC) No 1224/2009, the data was checked to ensure consistency of engine power. Following receipt of the results of this check, a physical check will be carried out on a selected sample during 2021-2022.

Infringements and penalties: In 2020, a total of 705 decisions on infringement proceedings in external water sea fisheries were issued, of which 605 resulted in a decision to impose penalties. The majority of the infringement proceedings resulting in the imposition of penalties concerned non-compliance with Article 100(2)(c) 'Failure to complete the Fishing Log or landing declaration, or doing so by altering the data relating to catches or fishing effort or infringing the legislation in force, as well as failure to carry said Log on board'.

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

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

In addition, a draft royal decree is being processed, which repeals the current provision on the Organisation of the Fishing Fleet, and which establishes the rules and requirements for the entry of capacity into the fleet, and which also includes the changes of home ports, which has been submitted to the public consultation and citizen participation process in 2021.

Finally, it should be noted that 2020 was a year of intense regulatory activity in relation to fishery management, which is detailed in Annex I and reflects the adjustments made and scrutiny exercised by the administrations in order to achieve the objectives of the CFP, as well as being an extremely complex year due to the COVID pandemic.

H. ASSESSMENT AND DISCUSSION OF 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); accordingly, the results of the technical, economic and biological indicators of the Spanish active fleet are shown below.

The calculation and detailed description of each of the indicators are provided in Annex II.

With regard to the technical indicator, it should be noted that the Spanish fleet is very uneven in terms of its activity, due to the fact that many small vessels do not carry out fishing as their main activity, and the larger vessels are affected by closure periods, closure of agreements, closure of quotas, etc., which means that this indicator is not very representative for assessing the imbalance in our fisheries, as more than 33% of vessels fish for less than 90 days per year

INACTIVE VESSELS		1 007
ACTIVE VESSELS		8 007
VESSELS ACTIVE < 90 DAYS		2 668
% according to length of those active < 90 days	0-10	87.41%
	10 to 12	6.67%
	12 to 18	4.84%
	Remainder	1.09%

The population used for this assessment corresponds to 2019 and is distributed as follows: *(A red outline and dark grey shading has been used to identify segments that formed clusters)*

ACTIVE POPULATION 2019

	LENGTHS						
	0-10	10-12	12-18	18-24	24-40	> 40	Overall 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
A I. CANARY	**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
A. 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
Overall total	**4 292**	**1 444**	**969**	**630**	**568**	**104**	**8 007**

INDICATORS

	Stratum	Gear	Length	CR/BER	RoFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
North Atlantic Ocean	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	Dredge s/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	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	Dredge s/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%	
			4	1.78	30.65	0.77	4.2	

	Stratum	Gear	Length	CR/BER	RoFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
			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	55	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	6	1.13	9.39	0.89	< 40%	1
CANARY ISLANDS	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 active and passive gear	1	1.94	29.06	0.27	< 40%	
			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	

	Stratum	Gear	Length	CR/BER	RoFTA (%)	TECHNICAL INDICATOR FecR	SHI	SAR
	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:

If we assess the results obtained for the Spanish fleet, we can highlight the clear imbalance in the following segments, for which we have implemented an Action Plan:

North Atlantic:

- Segments **NAODFN1824 and NAODFN2440** still show an imbalance as a result of their dependence on overfished stocks, mainly southern hake, since 2012.
- In contrast, it should be noted that although segments NAOFPO1012, NAOHOK0010 and NAOHOK1012 have values that show an imbalance in the economic field, following a detailed study these were considered to be in balance, as a sharp drop in revenue can be attributed to a statistical error, since it was possible to compare this revenue determined through statistics with the real value of landings determined through sales notes, with a clear error in the statistical data being noted.
- As for trawlers over 40 m in length, their SHI indicator improved from red last year to a practical balance and showed catches above 10% of COD.

Canary Islands:

- **Segments NAOHOK1824IC and NAOHOK2440IC**, the economic indicators of which show low short- and long-term profitability for three consecutive years, showed an **imbalance**. In addition, the biological indicator shows a high level of dependency on bigeye tuna, the mortality rate of which is 1.63.
- The remaining segments using hooks were considered to be in balance, since in addition to the fact that the volume of catches of overexploited species is less than 40%, the economic indicator that shows an imbalance is due to a statistical error that shows a drop in income of 26% that does not correspond to the reality shown by the sales notes. This same error appears with other fishing gear such as the Pots (FPO). The biological indicators that show an imbalance in the 18-24 m PMP segment correspond to 22 vessels fishing for BET, but their good economic situation does not indicate a clear imbalance and measures to limit tuna catches are already in place.

Mediterranean:

- The four segments that make up the **Surface Longliner (MBSHOKLLD06-40)** fleet have also been considered to show an imbalance.
    - The 6-12 m and 12-18 m segments show a high level of dependence on swordfish, which is not only considered an overexploited stock but also a SAR.
    - In addition to their biological indicator, for the first time, the 18-24 m and 24-40 m segments show low profitability in both the short- and long-term.
- **Seiner segments MBSPS1218 and MBSPS1824** show an imbalance as a result of their dependence on overexploited stocks, primarily sardines and anchovies.
- The trawler segments are currently managed under the **Multiannual plan for demersal resources in the western Mediterranean**, the objective of which is to reach the maximum sustainable yield in 2025.This plan constitutes the main management framework for the trawler fleet in the coming years. The fleet is therefore already controlled and managed with a strong limit on fishing effort in terms of days that will be reflected from 2020 onwards. All the trawler segments were found to be in balance thanks to the good economic results, which is reflected in the trend of these indicators over the last 3 years. As an exception, segment MBSDTS0612 showed a negative result in 2019 in terms of its economic indicators. However, taking into account that this is the first year in which the final indicator shows a negative situation for this segment, the fact that it is a segment with a small number of vessels (17 out of a total of 577 trawlers), and the situation of the other trawler segments in the Mediterranean, it was considered appropriate to maintain the balanced situation of this fleet segment, while waiting to study its trend, in order to analyse whether a specific action plan for this segment should be applied in the coming years. Given that there is currently a fishing effort days plan for demersal resources, the 2019 biological data are not considered to establish a clear imbalance for this method.
- The dredgers (MBSDRB) were considered to be in balance as they have only shown low economic profitability for two consecutive years; furthermore, this low profitability has been associated with low product prices or high production costs, which are not related to an imbalance between capacity and available resources.
- It is worth highlighting the economic results of some segments, which will have to be studied in the coming years due to their highly variable behaviour compared to other years:
    - MBSDFN0612, in which unpaid labour costs (unpaidlab) and depreciations have increased by more than 100%. These two variables are very changeable and subject to statistical error between years, depending on the sample selected; in addition to the data provided by the shipowner, which on many occasions, due to ignorance, are left blank in the economic survey.
    - MBSHOK0612 and MBSHOK1218, in which a 500% increase in salary expenditure stands out, together with a 278% increase in variable costs compared with the previous year, attributable to a statistical error.

Other Regions:

- **Segment OFRDTS2440** was considered to show an **imbalance**, as a consequence of: on the one hand, the economic indicators, which show a low economic profitability both in the long- and short-term for the second consecutive year, and a drop in profitability in general since 2016; and on the other hand, due to its dependence, for the first year, on overexploited stocks, mainly Senegalese hake.
- The Surface Longliners were considered to be in balance as they only showed low economic profitability for two consecutive years; this was associated with either low product prices or high production costs, which are not related to an imbalance between capacity and available resources.

ANNEXES

ANNEX I: ADMINISTRATIVE PROCEDURES

- Order APA/93/2020, of 4 February 2020, regulating fishing for yellowfin tuna and tropical tunas in the Indian Ocean during the 2020 fishing season.
- Decision of 6 February 2020 of the General Secretariat for Fisheries, publishing the allocation of bluefin tuna quotas and the specific register of the fleet authorised to fish for bluefin tuna.
- Decision of 12 February 2020 of the General Secretariat for Fisheries laying down the provisions for the 2020 bluefin tuna season for vessels authorised to fish actively for bluefin tuna in the Canary Islands fishing ground.
- Decision of 12 February 2020 of the General Secretariat for Fisheries laying down the provisions for the 2020 bluefin tuna season for the fleet included in list h), artisanal vessels fishing in the Strait with catch limits, from the specific register of the fleet authorised to fish for bluefin tuna.
- Decision of 20 February 2020 of the General Secretariat 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 fishing for yellowfin tuna and tropical tunas in the Indian Ocean during the 2020 fishing season.
- Decision of 18 March 2020 of the General Secretariat for Fisheries laying down the provisions for the 2020 bluefin tuna season for the fleet included in list g), using small-scale gear in the Mediterranean, of the specific register of the fleet authorised to fish for bluefin tuna.
- Decision of 16 April 2020 of the General Secretariat for Fisheries laying down provisions for the 2020 bluefin tuna season for 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) fishery in the Atlantic Ocean and establishing a register of vessels authorised to fish for bigeye tuna.
- Decision of 12 May 2020 of the General Secretariat for Fisheries, publishing the allocation of bigeye tuna (Thunnus Obesus) quotas and the specific register of vessels authorised to fish for bigeye tuna in the Atlantic Ocean.
- Decision of the General Secretariat for Fisheries, of 13 May 2020, laying down provisions for fleets based in the Canary Islands of the specific register of vessels authorised to fish for bigeye tuna in the Atlantic Ocean, created by Order APA/372/2020, of 24 April 2020, regulating the bigeye tuna (thunnus obesus) fishery in the Atlantic Ocean.
- Order APA/811/2020, of 31 August 2020, increasing the flexibility of the management of the catch limits established in Order APA/93/2020, of 4 February 2020 regulating fishing for yellowfin tuna and tropical tunas in the Indian Ocean during the 2020 fishing season.
- Decision of 12 May 2020 of the General Secretariat for Fisheries laying down the provisions for implementation of the Recovery Plan for Bluefin Tuna in the Eastern Atlantic and the Mediterranean for 2020.
- Decision of 15 October 2020 of the General Secretariat for Fisheries, publishing the 2020 list of fishing days allocated per vessel and per group of vessels for bottom trawlers in the Mediterranean.
- Decision of 15 October 2020 of the General Secretariat for Fisheries, publishing the number of fishing days available in 2020 for the optimisation mechanism per vessel and per group of vessels for bottom trawlers in the Mediterranean.
- Order APA/423/2020, of 18 May 2020, establishing a management plan for the conservation of demersal fishing resources in the Mediterranean Sea.
- Order APA/579/2020, of 29 June 2020, amending Order APA/514/2019, of 26 April 2019, laying out standards for the application of exemptions to the landing obligation and for improved selectivity of fishing gear.

ANNEX II: CALCULATION OF INDICATORS MEASURING THE BALANCE BETWEEN FISHING CAPACITY AND FISHING OPPORTUNITY

BIOLOGICAL INDICATOR

This year, biological indicators were calculated for each of the segments of the Spanish fleet without using clusters. Specifically, the following were calculated:

1. SHI: measures how much a fleet segment's revenue depends on overexploited stocks. It should be noted that there is a lack of scientific data on mortalities for the calculation of this indicator, which, together with the fact that many stocks do not account for more than 40% of the catch value, makes it difficult to assess. Data published on 'agrocampus-oust.fr' weren used to calculate it.

2. SAR: enables us to identify whether or not populations with a high level of biological risk are being exploited. This indicator has not been calculated for the other fleets fishing in the European Union, only for the Spanish fleet. For this indicator, the species considered to be at high risk are those included 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 segments for which the SHI indicator was higher than 1 were as follows:

SHI IN THE NORTH ATLANTIC, 2019

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PERCENT	FISHSTOCK	VAL_STOCK	F_etoile2	F_ETOILE2XVALUE	stock_over_exploited	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	

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile2	F_ETOILE2XVALUE	stock_over_exploited	SHI
					hom.27.2a4a5b6a7a-ce-k8	25 177.46	1.18	29 600.53	TRUE	
					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	0.25454545	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	

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile2	F_ETOILE2XVALUE	stock_over_exploited	SHI
					reg.27.561214	147.02	1.12	165.21	TRUE	
					sol.27.7fg	5 200.80	0.77	4 010.04	FALSE	
					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	

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile2	F_ETOILE2XVALUE	stock_over_exploited	SHI
					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	
					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	

CALCULATION OF NORTH ATLANTIC INDICATORS					
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				

SHI IN THE NORTH ATLANTIC/CANARY ISLANDS

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile 2	F_ETOILE2XVALUE	stock_over_exploited	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

CALCULATION OF CANARY ISLANDS SHI INDICATOR					
GEAR	**LENGTH**	**2016**	**2017**	**2018**	**2019**
HOK	10-12				
	12-18				
	18-24				
	24-40				
PMP	10-12				
	12-18				
	18-24				

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile 2	F_ETOILE2XVALUE	stock_over_exploited	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	
					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	

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile 2	F_ETOILE2XVAL UE	stock_over_ exploited	SHI
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	
	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	

CALCULATION OF MEDITERRANEAN SHI INDICATOR					
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 INDICATOR IN OTHER REGIONS

SEGMENT		TOT_VAL AT-RISK STOCK	TOT_VAL STRATUM	PER CENT	FISHSTOCK	VAL_STOCK	F_etoile 2	F_ETOILE2XVALUE	stock_over_exploited	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	19 162 424.66	1.37	26 252 521.79	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	

CALCULATION OF SHI INDICATOR FOR OTHER REGIONS					
GEAR	LENGTH	2016	2017	2018	2019
DTS	24-40				
HOK	12-18				
	24-40				
HOK-LLD	24-40				
PS	> 40				

The segments for which any species classed as a SAR accounted for more than 10% of the catch were as follows:

	SUPRA-REGION	GEAR	LENGTH	SAR_STOCK	TOT_WEIGHT	TOT_WEIGHT_STRATA	PER CENT
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	12.54%
		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%
	CANARY ISLANDS	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 clustered segments in order to safeguard statistical confidentiality, so that when a segment was composed of a low number of vessels, it was clustered with another segment of similar characteristics. Specifically, two indicators were calculated:

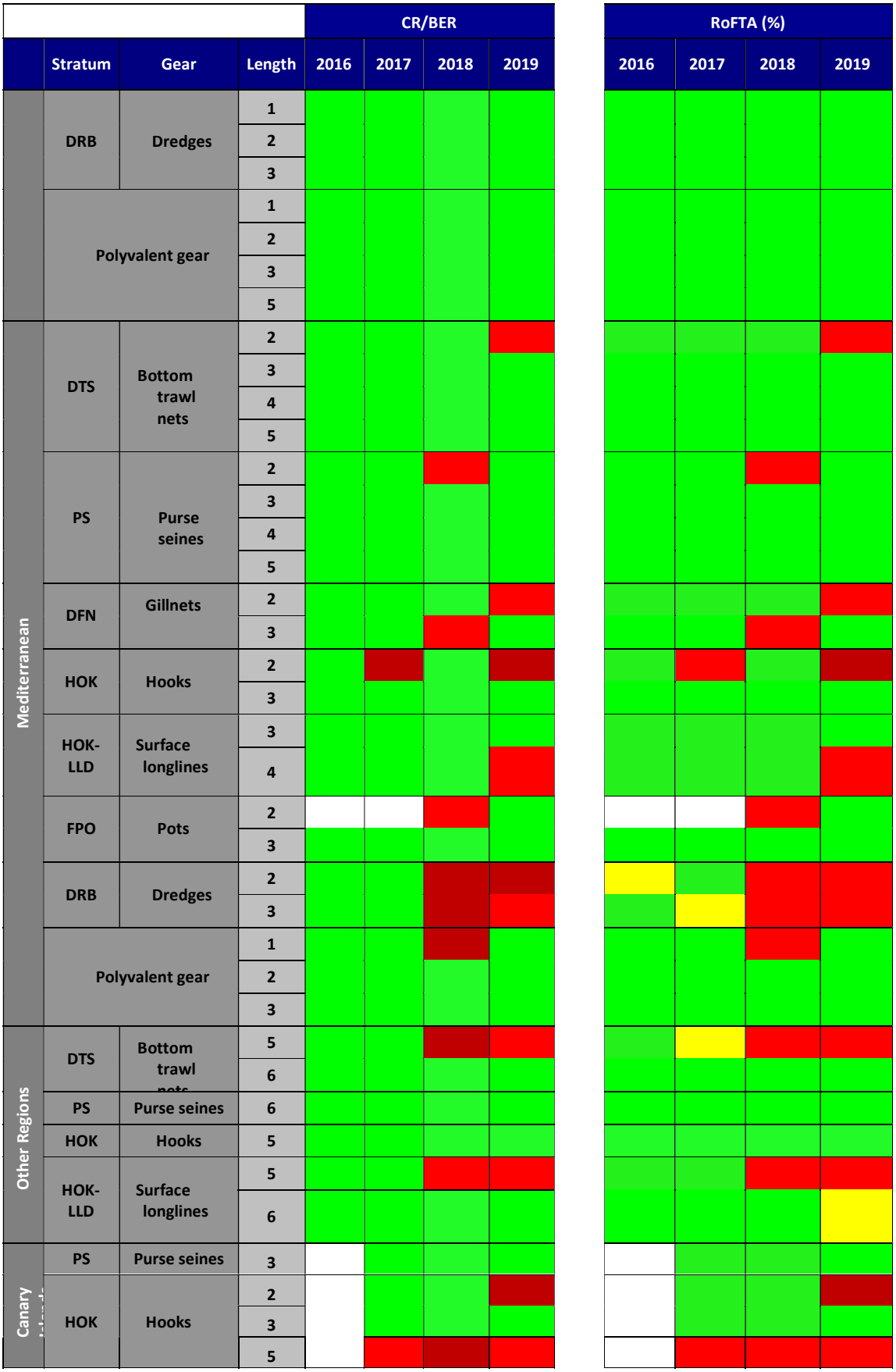
1. CR/BER: This indicator measures short-term economic profitability. It compares current revenue (CR) with break-even revenue (BER), which is the revenue needed to cover the fixed and variable costs incurred in carrying out the activity.

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

Below is the TRP obtained for recent 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 are collected in a statistical manner, 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
Mediterranean
DRB
Dredges
Polyvalent gear
DTS
Bottom trawl nets
PS
Purse seines
DFN
Gillnets
HOK
Hooks
HOK-LLD
Surface longlines
FPO
Pots
Other Regions
Canary

	Stratum	Gear	Length	CR/BER 2016	CR/BER 2017	CR/BER 2018	CR/BER 2019	RoFTA (%)			
MA	PMP	Polyvalent active and passive gear	1								
MA	FPO	Pots	2								
MA	HOK	Hooks	3								

TECHNICAL INDICATOR

Here, two indicators were calculated:

1. The vessel use indicator: which measures the relationship between the maximum effort that the fleet could exert and the actual effort deployed. This indicator was calculated, for the second consecutive year, based on the days at sea determined according to the fecR effort, which refers to the algorithm that implements the fishing effort calculations that were developed at the 2nd Workshop on Transversal Variables held in Nicosia, Cyprus, 22 to 26 February 2016 (Castro Ribeiro et al., 2016). In addition, the technical 220 indicator was retained for information purposes only.

2. The inactivity indicator: describes how intensively the vessels in a fleet segment are used. It is calculated using vessels that have not fished any day during the year.

The results obtained for the vessel use indicator are:

Stratum	Gear	Length	EFFORT TECHNICAL INDICATOR FECR 2018	EFFORT TECHNICAL INDICATOR FECR 2019	TECHNICAL MAX INDICATOR=220 2018	TECHNICAL MAX INDICATOR=220 2019
DFN	Gillnets	1				
DFN	Gillnets	2				
DFN	Gillnets	3				
DFN	Gillnets	4				
DFN	Gillnets	5				
DRB	Dredges/Trawl Nets	1				
DRB	Dredges/Trawl Nets	2				
DRB	Dredges/Trawl Nets	3				
DTS	Trawl net	2				
DTS	Trawl net	3				
DTS	Trawl net	4				
DTS	Trawl net	5				
DTS	Trawl net	6				
FPO	Pots	2				
FPO	Pots	3				
HOK	Hooks	1				
HOK	Hooks	2				

Stratum	Gear	Length	EFFORT TECHNICAL INDICATOR FECR		TECHNICAL MAX INDICATOR=220	
			2018	2019	2018	2019
		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				
		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				

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

The indicators obtained for inactivity are:

	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

	CANARY ISLANDS			
	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

	TOTAL FLEET									
	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

A general improvement in the operational capability of the Spanish fishing fleet has been observed during the ten-year period from 2011-2020, meaning that the percentage of inactive vessels has fallen year after year, except in 2018, which was a year of low activity. However, in 2020, this inactivity increased again in all fishing grounds, the main cause of which seems to be the COVID-19 pandemic.

More specifically, if we analyse the inactivity data by supra-region, we can highlight the specific case of the Canary Islands fleet, the inactivity of which has been increasing over the last four years, breaking the existing trend in the rest of the Spanish fleets.
We can also point to the high inactivity that exists in the artisanal fleet of vessels less than 10 metres in length, which is at higher than 12% in the North Atlantic and stands at 36% in the Mediterranean.
Notable is the fact that the 'Other Regions' supra-region saw a significant fall in inactivity from 2016 to 2017 due to the fact that 2017 was the first year that the regions of Morocco and the Canary Islands were separated from this region.

Finally, it should be noted that the indicators that work out to 0% indicate that all the vessels in that segment have been active. In contrast, where there is no indicator for a segment, there have been no vessels in that length segment.