

Meeting Notes 17th May 2024

South West – 7efg

15:00 – 15:29 MS Teams Conference Call

Attendees

Industry

Andy Furzeland	Chris Kelly	Graham Eden	John Coles
Antony	Dave and Mandy Kelly	John	Jonnie Collings
Lyna Tsvetkova	Lynn Reid	Mat Mander	Neil/Christine Viles
Nick Johnson	Richard Caslake	Tina Hicks	Zuzanna Dusza
Nicola White	Dave Scott		

MMO

Courtney Inch (RFG)	Chloe Stanley (Regulatory Assurance)	Michael Johnson (Grants)	Emma Stevens (SW Coastal)
Anna Ni Donnchadha (RFG)	Emily Theobald (PMO-Chair)	Pippa Carr (Compliance)	Alisha Patel (RFG)
Jonathan Brooks (RFG)	Paul Tyack (Coastal)		

DEFRA

Andrew Carroll

Stevensons Logistics

Paul Trebilcock

BTA

Adam Mudge Mathew Bailey

Contact details

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1. Emily Theobald – Introduction

Emily introduced herself, as the Principal Marine Officer for the Southwest and the Chair of this meeting. Emily stated that this meeting was organised to help the inshore industry remain compliant with the coming closure of Plymouth Trawler Agents.

Emily did not receive any objections to the meeting being recorded nor were there any comments or questions prior to the start of the first speaker.

The meeting recording can be found on the following link: [Plymouth Trawler Agents dissolution RFG meeting 17.05.24 \(youtube.com\)](https://www.youtube.com/watch?v=17.05.24)

2. Adam Mudge & Mathew Bailey - BTA logistics

Adam and Mathew introduced themselves as being from BTA logistics. Adam expressed their understanding of the difficulties being faced with the closure decision and reiterated that they have tried to get processes in place as quickly and as efficiently as possible. Adam also expressed that it was important for all to remember that each day is changing and to please bear with them as they work through this ever changing and new process.

Adam confirmed that they have tried to take as many boats as possible and that they are trying to accommodate any that want to come to Brixham. However, Adam explained that there are various restrictions, for example, space, Torway Council are currently trying to do the levelling up funding and extending the quay and labour is a significant issue. Whilst they are trying their best to accommodate everyone, they have had to turn away some boats.

Mathew confirmed that they are trying to get down to Plymouth every day and pick up what they can. The intention is to do a Saturday collection at 10am, which would limit Sunday night's fish. Mathew confirmed that the next collections would be Monday midday, Tuesday midday, Wednesday midday and Thursday 7pm. Mathew explained that it was important to note that it may be later than midday and that these times have been chosen so that they are not holding fish over the weekend.

Mathew confirmed that they have already sent 200 transport documents to Sutton Harbour, who will then pass them on to boats and they have already sent 500 boxes (Brixhams use only). Mathew stated that they will try and keep the box stock to 500. Additionally, Mathew explained that the boxes were cuttle boxes, but they would be double washed and bleached and therefore, would be clean for use.

Mathew stated that he believes everyone has signed on already, but if there is anyone who hasn't, they would not be able to sell as they would not be on the system.

Additionally, Adam confirmed that the only collection point is the Sutton fridge. They will not be able to do any other collections and therefore, if fishers do not put it in that fridge they won't be collected.

Questions, Comments & Answers:

Q - Industry: If we are based elsewhere and there is an issue of getting down to Sutton Harbour, can we have an agreement with someone to take our fish over to Brixham? Would you be happy for us to arrange that ourselves?

A: *You should contact us (BTA) to discuss this as there will be several elements that need considering.*

3. Paul Trebilcock - Stevensons logistics

Paul introduced himself as being from Stevensons logistics. Paul stated that the trailer will be on the loading bay from midafternoon onwards, where fish can be loaded on to it. The transport documents will be there, and the trailer will leave around 3am for Newlyn, every day. Enroute it will stop at Roach to pick up any fish from Mevagissey. Similarly, the transport documents will be there for anyone who has dropped fish off at the fridge in Roach. The trailer will approximately be in Newlyn for 6:30/7am, to be graded and then sold.

Paul confirmed that there is no charge for transport at this stage and that they are not able to send boxes up, so the boats will need to send in their own boxes, which will be washed and returned on the return leg of the journey.

Paul stated that they are in a similar situation as BTA at this stage and are trying to work around new processes and he is hopeful that these new changes should work best for all.

Questions, Comments & Answers:

Q – Paul Tyack: Is there anything that you would need from the MMO to help the process?

A: *Currently, no, we are in a position where we are good to give the new process a go. However, as this is a new change for everyone if there is anything we can get in touch with the MMO.*

4. Michael Johnson - Funding – MMO Grants

Michael introduced himself as being from the MMO Grants team. Michael confirmed that he has already spoken to a few people over the phone about various grant funding proposals. Michael confirmed that the team are currently working through the applications that have been received and if they have not already, they will be in touch soon.

Michael confirmed that there is grant funding available from the Fisheries and Seafood Scheme (FaSS). There are provisions for things like insulated boxes etc. Michael pointed out that FaSS is in its final year and the budget is being used quite quickly. He encourages that those who want to take advantage of FaSS should put in an application as quickly as they are able.

Michael stated that if anyone has any questions about the process or needs assistance with the application, they should give the team a call so that the team can assist in the best way possible.

Questions, Comments & Answers:

Anna from the RFG team stated that if anyone needs any help with completing forms, she is happy to assist by email, phone or can meet with individuals.

Q – Industry: Is there funding for fish boxes?

A: *Yes, fish boxes would be eligible through FaSS, although it would be at the lower limit which is around £500.*

Q: Is there anything that can be done about the process time if applying for cool boxes, fish boxes to help with closure of market, as it currently takes around 2 months?

A: *Yes, if you have existing applications in, please let Michael or the Grants team know the reference number and they will ensure they are prioritised. Also, the team can expedite applications given the circumstances. With any FaSS application, you can proceed at risk once you receive the email, usually within 24-48 hours of submission. This basically means you can proceed to purchase items ahead of the offer letter being issued, although at this stage there is no guarantee of funding. The team will be more than happy to help or explain further. The team recommend calling the helpline as soon as you are ready to submit. It is however recommended that you act as quickly as possible as the remaining budget in FaSS is moving fast.*

5. Emma Stevens - Box labelling & Transport documents - MMO SW Coastal



Labelling and
transport docs.pdf

A copy of the presentation can be found here:

Emma introduced herself as the Senior Marine Officer in Hayle. Emma explained that the presentation was to provide a reminder of what is required in terms of box labelling and transport documents.

Emma stated that the labelling information attached to a lot can be by physical labels, be on the packaging, be a document that is accompanying the lot or by code (QR, electronic chip, barcode etc). The information below is the minimum legal requirement:

- Lot ID
- Vessel name and PLN
- Species code and scientific name
- Date of catches or production
- Net weight (kg) of each species
- New weight (kg) of any species below MCRS
- Name and address of suppliers
- Relevant ICES area
- Production method (e.g. caught or farmed)
- Gear code (e.g. beam trawl – TBB)
- Have the products been previously frozen
- Date of minimum durability (or best before date) – where appropriate

Emma stated that this information is required before the pre-sale and it is important to capture this information because, if it goes on the box with the fish without the information than it is difficult to capture this information again without going back to the fisher. This also results in the dates of landing and actual landing not matching up with sales notes further down the line.

Emma stated that correctly providing the fish identification label is also important and that there is a template online as well as several guidance's to help anyone that needs it. Emma reiterated that if this information is correct, the chain of traceability is better, and it makes the process of buying fish easier and quicker. Additionally, it makes it easier for catch records or e-logs to be associated with sales notes.

Emma moved on to speak about transport documents and stated that if you are transporting fish or shellfish landed into the UK away from the port area where it was landed then it must be accompanied by a transport document until the first sale has taken place. The following information must be included:

- Identification of the transport vehicle
- Name of Vessel
- Destination
- PLN
- Species
- ICES area
- Quantities of each species transported in kg product weight
- Name(s) and address(es) of the consignee(s) (Destination)
- Place and date of loading

Emma stated that if it's your vessel you can have the PLN or gear (if you use the same type) printed so all you need to do is fill in the species and weight. Emma stated that there is no legal requirement on what the transport document needs to look like, as long as it includes the above information.

Emma explained that there are a few times when transport documents are not needed, the main is if the fish from an under 10m vessel is being transported by the master and a catch recording has been submitted. However, if you are transporting someone else's fish or somebody else is transporting your fish then it needs to have a transport document. Emma confirmed that you do not need to submit your transport documents to the MMO as there is no legal requirement to do so, however, if you wish to for your own records, you can.

Emma stated that there is a template of the transport document from.gov.uk which can be found [here](#). Emma provided the following links for further information:

[How to trace, weigh and distribute fish products - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/how-to-trace-weigh-and-distribute-fish-products)

[Transport documentation - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[How to Label \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

Questions, Comments & Answers:

Q – Industry: Is it the same for NPV?

A: *There's no legal requirement to submit returns relating to an NPV however it might be questionable if NPV fish was found during a transport inspection that could not be accounted for. It is best practice to register an NPV number with the MMO and then that can be used in place of a PLN and fish can be labelled and accountable.*

6. Phillipa Carr – Registered Buyers and Sellers legislation – MMO Compliance



RBS Legislation.pdf

A copy of the presentation can be found here:

Phillipa introduced herself as from the MMO compliance team and stated that she was going to briefly run through the RBS legislation and what is required.

Phillipa stated that buyers should be RBS registered (or the seller if it's going to auction) and that buyers and sellers can register by completing the RBS1 form which is free.

Phillipa explained that when submitting sale notes, those where the turnover exceeds £175k sales notes must be submitted electronically (e-Sales). Whilst those with less than a £175k turnover can submit paper sales notes, it is encouraged to submit electronically through ERS where possible. Additionally, logbook and catch recording compliance is still required and catches should be labelled with the required information for the buyer.

Phillipa stated that there are several resources available online that can assist with RBS legislation. Phillipa provided the following links:

[How to sell your catch direct \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

[Step by Step guide for RBS merchants \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

[Registration of Buyers and Sellers \(RBS\) Frequently Asked Questions - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[Buyers and sellers of first-sale fish - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[Traceability and labelling information - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

AOB

There were no further comments.

The meeting was concluded at 15:29.

Thank you for attending this Regional Fisheries Group meeting. If you would like comment on these or previous minutes, be added to this groups contact list or contribute in any other way please contact the MMO Regional fisheries Mailbox: regionalfisheriesgroups@marinemanagement.org.uk or find out more at the Regional Fisheries Groups webpage: Regional Fisheries Groups - GOV.UK (www.gov.uk)