



Regional Fisheries Group Meeting

North West – 7a



Meeting Details

Northwest 7a Regional Fisheries Group Meeting

Date	02 December 2025
Start Time	14:00
End Time	16:14
Meeting Duration	2:14:48
Location or Platform	MS Teams
Chair or Facilitator	Dan Wardle
Note Taker	Caley McIntosh

Attendance

Attendees (Industry):

- Steven Brown
- Paul Fagan

Attendees (Regulators):

- Daniel Wardle (MMO)
- Caley McIntosh (MMO)
- Christian Proud (MMO)
- Yasmin Tordoff (MMO)
- Courtney Inch (MMO)
- Jacob Bestwick (MMO)
- Phillipa Carr (MMO)
- Chris Collins (MMO)
- Andy Carroll (Defra)

- James Windebank (Defra)
- Jonas Balkus (Defra)
- Susie Low (Defra)
- David Fenner (MCA)
- Sam Paling (MCA)
- Mark Taylor (NWIFCA)

Apologies:

- Kieran Hyder
- Helen Duggan
- Joe Moulton

Agenda Items

	Item	Presenter	Agency	Recorded Start	Recorded End
1	Welcome & Introduction	Dan Wardle	MMO	0:00	5:55
2	Control Regulation Review	Luke Smith & Jonas Balkus	DEFRA	5:55	21:33
4	NWIFCA Updates	Mark Taylor	NWIFCA	21:33	37:41
3	Bass Authorisation Review Updates	Chris Collins	MMO	37:41	50:41
5	Labelling Requirements and Changes to EU Export Rules 2026	Phillip Carr & Jodie Coutts	MMO	50:41	1:11:28
6	Fishing and Coastal Growth Fund	Susie Low & Debra Lok	DEFRA	1:11:28	1:34:50
7	Small Fishing Vessel Code Review Updates	David Fenner	MCA	1:34:50	1:56:52
8	Quota: Catch Limits & Uptake Updates	Jacob Bestwick	MMO	1:56:52	2:07:03
9	AOB	Dan Wardle	MMO	2:07:03	2:14:48

Meeting Recording

This meeting was recorded and can be accessed through the MMO YouTube account via the following link: [North West \(7a\) Regional Fisheries Group Meeting 02.12.2025](#)

Timestamps for the start and end of each agenda item can be found in the table above.

The following record is a summarised version of this meeting and includes all participant questions.

Agenda Item #1

Welcome & Introduction

Dan Wardle opened the December NW RFG meeting with an update on changes since the February meeting. Steve Johnston has temporarily taken up a new position within the MMO for approximately three months. Christian Proud has assumed Steve's responsibilities as Principal Marine Officer in the Northwest, while Yasmin Tordoff is temporarily covering the Senior Marine Officer role pending permanent recruitment.

A summary of recent engagement activities was provided. In April, a round of engagement for the bass authorisation review was conducted in Barrow, Lytham St Annes, and Liverpool, with strong participation from industry members. In July, a drop-in session was held in Fleetwood with the MMO grants team to discuss Fisheries and Seafood Scheme funding opportunities with local merchants and processors.

Following the launch of the Stage 3 Marine Protected Areas consultation, which proposed a ban on bottom-towed gear in four Irish Sea MPAs (Fylde, Shell Flat & Lune Deep, West of Copeland, and West of Walney), workshops were organised in Whitehaven and Fleetwood to assess the socio-economic impacts and gather stakeholder feedback. The Conservation team are currently in the process of analysing responses and aim to provide an update on the consultation status within the following months.

Attendees were encouraged to request visits to their local ports, which Dan committed to arranging where possible.

Agenda Item #2

Jonas Balkus (Defra) discussed ongoing work to update the Control Regulation for England. The Regulation, which underpins key requirements such as vessel monitoring, logbooks, and fish product labelling, is now 16 years old and is based on retained EU legislation. With the EU having updated its own framework in 2023, the UK sees this as an opportunity to modernise rules to better suit national industry needs while supporting sustainable fisheries management and product traceability. Defra emphasised that no policy decisions have yet been made. This meeting serves as a starting point for industry engagement, with follow-up meetings and port visits planned to gather feedback and shape future regulations.



Control Regulation Control Regulation
Review PresentationReview Handout.pd

Question: Yasmin Tordoff mentioned that traceability and labelling processes often involve duplication of information across catch records, transport documents, and sales notes. Is there a way to streamline this to reduce overlap and make it work more efficiently?

Answer: James Windebank responded and stated that duplicated data entry is frustrating and increases the risk of errors. Ideally, government IT systems should be integrated so that data is entered once and shared across platforms; however, this is technically challenging. Defra have reviewed current regulations and proposed changes, but feedback from those struggling with compliance is essential. Traceability must remain, yet processes should be as efficient and painless as possible. If anyone is facing difficulties submitting information or meeting requirements, please let us know as understanding issues can help find solutions.

Question: Courtney Inch stated that a recurring issue raised in our regional groups concerns the current 24-hour deadline for logbook submissions. Many industry members note that, after long days at sea, it can be difficult to immediately complete paperwork. As Yasmin highlighted, the volume of required documentation is already significant. Extending the submission window to 48 hours has been suggested repeatedly across coastal groups and would likely be a popular amendment.

Answer: Jonas Balkus stated that he has made a note of Courtney's suggestion.

Question: Dan Wardle asked if the 10-12 metre fleet would be doing electronic logbooks or catch recording? Is there a choice between the two?

Answer: James Windebank stated in England and Wales, the current catch app system has known issues. Meanwhile, the EU is moving toward requiring full logbooks for all vessels. Under the existing setup, UK vessels operating in EU waters after January 2028 would need to maintain two separate logbooks, which would be a burden for the industry. To avoid duplication and reduce complexity, aligning systems so that all vessels use a single, unified reporting framework would be the practical solution. This would simplify compliance and ease operational requirements. Any feedback on this alignment would be valuable.

Question: Dan Wardle asked why they are looking at tightening the rules on individual sale to 10kg rather than 30kg? Why 10kg and not 15kg or 20kg?

Answer: James Windebank stated current rules permit individual fishermen to sell up to 30kg of fish per person per day, which seems quite excessive for typical personal consumption. A more reasonable limit might be closer to 10kg, aligning with common-sense expectations of household demand. If, however, people are regularly buying 20-30kg for their own consumption no one wants to stop that. Direct sales from boat to consumer are widely accepted and should remain supported, but the question is whether current thresholds are too high. While the EU figure provides a useful reference, the regulation could be tailored to reflect realistic consumption patterns. Industry input will be valuable in determining whether the limit should be reduced.

Agenda Item #3

NWIFCA Updates

Mark Taylor, Chief Executive Officer of the North Western IFCA provided an update of ongoing work and projects within the authority. They are currently advancing several fisheries initiatives and key actions include reviewing cockle permit minimum use policy and fishing season changes, consultation on the draft district management plan, and developing a joint regulating order with Natural Resources Wales for the Dee Estuary. Consultations reviewing of potting permits and development of byelaw for mobile nets (Byelaw 10) are underway. Permit applications are open for fixed nets (Byelaw 7) and shore bass bycatch entitlements (category 2 permits). A call for evidence is also gathering data on potential impacts of static netting on smooth-hound washups around the Wirral.

[Wirral Netting - Call For Evidence - IFCA North West](#)

There are still IFCA general member vacancies, apply now at: [Opportunity to manage inshore fisheries and conservation - GOV.UK](#)



NWIFCA Updates
Presentation Dec25.

Question: Dan Wardle asked if the Wirral Netting Call for Evidence is specific to the Wirral area or can any fisherman using static gear respond?

Answer: Mark Taylor stated that the call for evidence is primarily directed at fishers in the Wirral, where the specific issue has been observed. However, contributions from across the wider district, whether formal or anecdotal, are also welcomed, as they help strengthen the overall evidence base and help inform future management decisions. The focus stems from a trend identified over the past four to five years where smooth hound numbers appear to be rising significantly. This increase has led to more frequent bycatch and discarding, with the discarded fish subsequently washing up along the Mersey banks and the northern coastline.

Answer: Dan stated he would help to spread the word and send out info with the minutes.

Agenda Item #4

Bass Authorisation Review Updates

Chris Collins (MMO) provided an update on the bass authorisation system. The MMO have completed a review of the bass authorisation system through a multi-stakeholder group and extensive coastal engagement. This process produced 24 recommendations, which included increasing vessel authorisations, supporting young new entrants, promoting sustainable hook-and-line fishing, and trialling new gear types including inshore drift netting scientific trial. These proposals will now be considered by the Bass Management Group before any decisions are made, with the final report due for publication shortly.



Bass Authorisation
Review Presentation

Question: Paul Fagan stated that the decline in the number of bass fishing authorisations highlights the growing challenges within the fishery. Despite the initial expectations of high demand when the authorisations were introduced, participation has decreased, reflecting the difficulties faced by fishermen. Key issues include the ban on drift netting, increasing seal populations that damage catches, and the prevalence of smooth hounds, which contribute to high discard rates. A carefully regulated, small-scale drift net fishery could be monitored with tracking technology and could provide a viable solution by reducing seal interference, minimizing bycatch, and supporting the sustainability of bass fishing.

Answer: Dan Wardle stated that this has been fed into the review, and he will share report with the full list of recommendations with the meeting notes. Any further feedback can be sent directly to the bass mailbox.

Agenda Item #5

Labelling Requirements and Changes to EU Export Rules 2026

Phillipa Carr provided a reminder of labelling requirements of fish and its importance in safeguarding food security, enabling exports, preventing fraud and supporting sustainable fisheries. MMO have developed a suggested template to assist with meeting the labelling requirements. Jodie Coutts provided a reminder on incoming changes to fish import and export regulations coming in 2026. From 10 January, EU imports will require catch certificate

numbers on lot labels. The EU has introduced new IUU regulation changes effective January 2026, requiring exporters to provide more detailed information on catch certificates, processing statements, and non-manipulation documents. Key updates include mandatory start dates for fishing trips, expanded catch area references, fishing gear details, and transport information. Processing statements are now required for UK-caught fish processed domestically, covering a range of activities beyond freezing and packaging. Non-manipulation documents must be issued for each sub-consignment when shipments are split. MMO is updating systems and guidance to ensure compliance and has engaged extensively with industry and EU authorities to support smooth implementation.

Further guidance on labelling information for fisheries products can be found on gov.uk along with suggested label templates and FAQs: [Traceability and labelling information for fisheries products - GOV.UK](#)

Further guidance on EU export changes can be found on the Fish Trace Ship campaign webpage: [Fish, Trace, Ship - Act Now! Are you on board?](#)



Labelling
Requirements and C

Question: Dan Wardle asked Paul Fagan what sort of information he normally puts on his labels?

Answer: Paul Fagan stated that transport documentation is straightforward, recording only the species, quantity, weight, and boxes, primarily bass and lobsters. All catches are sent to Fleetwood, with no intention of exporting to Europe due to regulatory costs and reduced demand. A previous lobster buyer will cease operations in the New Year, so the lobsters will also be directed to Fleetwood. Selling directly to the public has never been pursued, as it is impractical after long hours at sea. Instead, the focus remains relying on market sales there.

Agenda Item #6

Fishing and Coastal Growth Fund

Susie Low provided an opportunity for industry to share their views on how the Fishing and Coastal Growth Fund should be used and what types of projects should be funded. The Fishing and Coastal Growth Fund, announced in May, is a £360 million investment over 12 years to strengthen England's fishing and coastal communities by supporting people, places, and potential across the sector. The fund is being designed in collaboration with industry to ensure resources are directed where they matter most, with some priorities including fleet modernisation, training and skills for the next generation, and promotion of the seafood sector to reach global markets. Stakeholders are invited to share views on what types of investments would deliver the greatest benefit to fishers, businesses, and local communities, as well as how the application process can be made more accessible and effective.

Complete the survey here: [Qualtrics Survey | Qualtrics Experience Management](#)



Fishing and Coastal
Growth Fund RFG V

Suggestion: Yasmin Tordoff stated that there is a huge decline in the fishing industry within the Northwest region and helping young fishers start out would be beneficial. It would also be good to help fishers and merchants diversify and ensure that the smaller businesses who struggle to fill out complication application forms have a portion of the pot. An example could be supporting a fisherman's association with training young people in the market and processing industry.

Suggestion: Christian Proud stated that there used to be fishing apprenticeship schemes, but these were difficult for fishers to offer because they are expensive. Could the fund contribute towards an apprenticeship scheme and help alleviate some of the cost to the fishers?

Suggestion: Dan Wardle stated that help with funding courses, purchasing fishing gear, and any other initial investments before you can even start fishing would be helpful. Another issue in the Northwest region is the logistics of selling catch, as it is very costly selling fish to Brixham or Grimsby. Is there any way to support industry with cost and trialling access to new markets.

Suggestion: Paul Fagan stated the fishing industry is currently in decline, with high entry costs and restrictive regulations discouraging younger generations from joining. Setting up a vessel today can cost £60,000–£70,000, making it unfeasible for newcomers. Historically, whitefish grants enabled the construction of new boats, which helped the industry thrive in the 1980s. Without similar financial support, young people cannot enter in the sector. Most of the existing fleet struggles to remain viable, with many fishermen seeking alternative work during poor seasons. While market access and infrastructure improvements are valuable, the fundamental barrier remains the initial investment in equipment. Reviving grant schemes for small-scale vessels under 8 metres could be the only realistic way to attract new entrants and secure the future of the industry. Paul also stated that the idea of installing small-scale lobster tanks has been considered, primarily to hold catches until they can be transported to Fleetwood. However, current activity is insufficient to justify operating tanks continuously.

Suggestion: Courtney Inch suggested that there be centralised support provided for small-scale applicants in completing grant applications and offer preparatory guidance before funding rounds open so applicants can gather quotes and documentation in advance.

Suggestion: Christian Proud stated it would be more effective to provide application support in-house rather than relying on external third parties who charge high fees for completing forms. Offering this service internally, even if a modest fee were required, would ensure better quality, lower costs, and prevent external providers from profiting disproportionately. Current funding processes often require significant upfront payments, which larger operators can manage but smaller businesses, such as fishermen, struggle to afford. This creates barriers for those most in need of support. By delivering assistance internally, this can encourage wider engagement with opportunities and reduce strain on smaller operators.

Suggestion: Daniel Wardle stated that establishing consistent annual start and end dates for the 12-year funding program would enable applicants to plan and prepare in advance, ensuring they allocate sufficient time to develop applications. A first-come, first-served model presents challenges, as larger organisations with dedicated resources often secure funding quickly, leaving smaller businesses at a disadvantage. To promote fairness, a portion of the funds could be reserved specifically for smaller enterprises.

Suggestion: Mark Taylor stated that it may be worth considering whether a proportion of the annual fund could be specifically allocated to the inshore fleet, rather than solely to the industry as a collective. Smaller operators are often at a disadvantage in accessing funds, and a dedicated allocation would help address this imbalance. Such an approach would complement ongoing efforts to promote the inshore industry, while mitigating the trend of declining smaller

vessels and increasing consolidation into larger fleets. The 'pot within a pot' model could provide targeted support where it is most needed.

Suggestion: Steven Brown stated the fishing industry faces two critical challenges: ensuring a sustainable return on their investment and attracting new entrants. Investors must assess whether industry provides sufficient financial returns compared to alternative opportunities. Equally pressing is the need to recruit and train the next generation of fishermen, given the high costs of training and essential sea gear. Without young entrants, the industry risks decline as fishing remains largely a young person's profession. Establishing dedicated funds to support mandatory training and equipment costs could help secure the future of the sector by enabling promising candidates to join and sustain the industry.

Suggestion: Christian Proud suggested that quota could be used to encourage businesses taking on new entrants by increasing their allocation to facilitate taking on an apprentice to make it sustainable throughout their development and growth.

Agenda Item #7

MCA Small Fishing Vessel Code Review Updates

David Fenner gave an update on the progress of the MCA Small Fishing Code review. The MCA has commenced a comprehensive review of all three vessel codes, with current focus on the under-15 metre fishing vessel code introduced in 2021. Building on industry feedback and accident investigation recommendations, the revision aims to simplify requirements, clarify applicability by vessel age, remove duplications, while introducing clearer definitions. Key updates include practical compliance options for stability and water freeing, streamlined chapters, and new provisions on radio equipment and alternative fuels. Engagement with stakeholders is ongoing, supported by consultation documents and outreach events, to ensure the code is more accessible, practical, and reflective of real-world vessel operations.



Small Fishing Vessel Code Review Under 15m Code.pd



List of Changes to

Question: Paul Fagan stated that he was selected for an MCA spot check this year, along with many others in Barrow. The process highlighted significant inconsistencies among surveyors. Despite his thorough knowledge of the MCA code, the inspector he dealt with raised questionable requirements, such as insisting that he carry a statutory life jacket to be used in an abandon ship scenario, in addition to his PFD with a personal locator beacon, an instruction that conflicted with practical safety considerations for single-handed fishing. Similarly, the other vessels received contradictory guidance on scupper dimensions, with inspectors providing 3 different measurements within a single visit. These inconsistencies undermine confidence in the MCA's inspections. To build trust and ensure fairness, surveyors need to be aligned and apply the code consistently across all inspections.

Answer: David Fenner stated they are actively addressing the issue of when a PFD may be accepted as an abandoned ship life jacket by clarifying this in the code and incorporating it into the instructions to ensure consistency. Paul's example highlights the importance of clear guidance, as it allows them to engage with the surveyors and reinforce the rules to avoid inconsistencies. David stated he appreciates the practical example, as it provides a useful basis for discussion and helps ensure alignment across the team.

Question: Paul Fagan stated the safety checks have always been straightforward, focusing on the essential equipment such as torches, flares, fire extinguishers, and communication systems. However, recently the surveyors have introduced inconsistencies by highlighting issues with elements like scuppers and power packs, even on vessels that have already passed multiple surveys. Lack of uniformity creates unnecessary complications, particularly when boats have not been modified since previous inspections. While Paul understands stricter scrutiny for new builds or privately registered vessels, established fishing boats should undergo consistent safety checks. The situation suggests a need for a dedicated small fishing vessel team within the MCA to ensure clarity and fairness. Fortunately, he was able to resolve his own case by working with a pragmatic surveyor in Liverpool, but overall, greater alignment among surveyors is essential in today's environment.

Answer: David Fenner stated that examples are invaluable in clarifying issues. While some may hesitate to share them, these examples are essential for establishing clear guidance. Once collected, they enable MCA to communicate definitive rules to surveyors, ensuring consistent application in practice.

Agenda Item #8

Quota: Catch Limits & Uptake Updates

Jacob Beswick (MMO Inshore Quota Manager) provided an update on quota allocations and uptake across several key stocks. For cod 7A, traded quota increased significantly though uptake remains low, with seasonal activity concentrated in early months and continued zero-catch advice. Plaice 7A showed steady allocation but reduced uptake, with a 60% cut advised for next year. Nephrops uptake has risen year-on-year under quarterly limits, though a 21% cut is expected. Sole 7A allocations have been traded up, with uptake spread across summer months and an 11% cut advised. Skates and rays remain a large, consistently fished stock with minimal change in advice, while whiting continues as a bycatch-only fishery facing a substantial 72% reduction.



NW 7a Quota
Presentation Novem

Question: Paul Fagan stated that the ICES website proposes bass advice for next year to be approximately 5,200 tonnes, nearly double this year's allocation. This increase suggests that fish stocks may be recovering, which is encouraging given the variability they have experienced locally this year, likely due to ongoing surveys. Paul was unable to find specific information regarding the bass catch limits, particularly for net, hook-and-line, or other capture methods, and would like further clarification.

Answer: Chris Collins stated that bass is currently subject to EU negotiations so the catch limits will be based on the outcome of that.

Agenda Item #9

Any other Business (AOB)

Dan stated that the scheduling of these meetings has been inconsistent, typically aligning with any major changes, projects, opportunities, or announcements. He would like to confirm whether this flexible approach is suitable, or if the industry would prefer a more structured

format, such as setting dates a year in advance and adjusting them as needed. Additionally, Dan would like to clarify whether the current practice of pausing the meetings during the summer remains appropriate, or if the industry would prefer brief updates during that period.

Answer: Paul Fagan stated the current format of meetings has been effective and is working well. Based on the weather patterns of the past two to three years, scheduling a meeting in July could work, as conditions are typically windy.

Dan then reiterated that the meeting has been recorded and will be uploaded to YouTube for those who couldn't attend. Anyone who objects or would like their contributions edited or removed should contact him. Contact information for each of the teams who presented are available at the end of these notes, feel free to get in touch if you would like to provide your views or thoughts on anything raised during the meeting.

Comment: David Fenner stated that there is an ongoing consultation regarding EPIRB and PLB registration requirements. While some federations have expressed concerns that the proposed penalties are disproportionate, it's important to clarify the measures are consistent with standard regulatory practice. Penalties are not intended to result in imprisonment for failing to register; instead, they follow a graduated approach. Initial non-compliance leads to education and support, repeated failures may result in detention, and prosecution would only occur in the most serious cases where non-registration directly contributes to loss of life. Registration ensures that distress alerts can be properly assessed. In 2024, 92% of distress alerts were false, highlighting the need for accurate registration so that genuine emergencies can be identified quickly and resources directed appropriately. The changes aim to improve safety, reduce unnecessary responses, and ensure that life-threatening situations receive immediate attention.

Comment: Paul Fagan stated that he submitted his PLB registration form 9 or 10 months ago but has not received any confirmation of acceptance. After speaking with members of the boat club, he learned that others have experienced the same lack of acknowledgment. It would be helpful if the process worked both ways, ensuring registrants are notified once their details are recorded. He checked his junk mail and the post, but no communication has arrived. While he has not yet followed up with a phone call, he had expected at least a simple notification confirming registration.

Answer: David Fenner took this issue away to discuss with colleagues at the EPIRB Registry. There is a backlog of notifications that EPIRB registry are working through as a result of issues in the past with the development of the system. The backlog is with notifying people that their EPIRBs are registered, not with the registering of the EPIRBs.

When an application is sent online, there is an onscreen confirmation and an email confirmation. It is possible to sign on to the account to show proof of registration until Certificates and labels are received.

If anyone has a survey or inspection due, the EPIRB registry can be asked to send a Certificate to them and to the surveyor. Emails are generally responded to within a day. In the meantime, if anyone wants confirmation, to send an email to ukbeacons@mcga.gov.uk. If the application comes in by post, then the same process can be used to check, these are also being worked through.

Dan then called the meeting to a close and thanked everyone for attending the meeting.

Action Items Summary

	Task	Owner
1	Contact Wirral fishers to raise awareness of the ongoing IFCA consultation on potential impacts of static netting on smooth-hound washups around the Wirral.	Dan Wardle
2	Raise awareness of the Control Regulation with fishers who sell catch directly to public to comment on a proposed reduction of personal consumption limits to 10kg per person per day.	Dan Wardle
3	Consider holding a summer NW RFG meeting provided there are significant updates and weather conditions are poor.	Dan Wardle

Thank you for attending this Regional Fisheries Group meeting. If you would like to be added to the RFG mailing list or contribute in any other way please, please contact the MMO Regional Fisheries Mailbox: regionalfisheriesgroups@marinemanagement.org.uk or find out more via the Regional Fisheries Groups webpage: [Regional Fisheries Groups - GOV.UK](#).

Contacts

Team: Regional Fisheries Groups

Email: regionalfisheriesgroups@marinemanagement.org.uk

Daniel.Wardle@marinemanagement.org.uk

Team: Defra Monitoring, Control and Enforcement Team

Email: MCS@defra.gov.uk

Team: North Western IFCA

Email: office@nw-ifca.gov.uk

Team: Bass Management Group

Email: BassFMP@defra.gov.uk

Team: UK Illegal, Unreported and Unregulated (IUU) Fishing Team

Email: ukiuuslo@marinemanagement.org.uk

Phone: 0300 123 1032

Team: Fishing and Coastal Growth Fund

Email: FishingAndCoastalGrowthFund@defra.gov.uk

Team: David Fenner, Maritime and Coastguard Agency (MCA)

Email: fishing@mca.gov.uk

Team: MMO Inshore Quota Team

Email: inshorequotamanager@marinemanagement.org.uk

Katie.James@marinemanagement.org.uk

Jacob.Bestwick@marinemanagement.org.uk



Department
for Environment,
Food & Rural Affairs

Control Regulation Review

Regional Fisheries Group Dec 2025

Background

- The Control Regulation is the main law for monitoring who is in UK waters, where they are fishing, and what they are catching.
- Current Control Regulation dates from 2009. Originally EU legislation without much change to it.
- The EU also updated their own regulations in 2023, based on work we did with them prior to 2021.
- Now that we have left the EU, we can change regulations to better suit our own fishing industry and policy goals and choose where to align with the EU on.
- Defra wants to support the industry while ensuring sustainable fisheries management and fish product traceability.



Changes

Potential Changes (All TBC)	Status Quo	EU Changes
<p>Monitoring Systems</p> <ul style="list-style-type: none"> • Increase VMS ping rate for >12 m vessels • Gear Sensors on VMS to record gear in and gear out • Gear marking requirements inside 12 nm 	<ul style="list-style-type: none"> • VMS required for vessels over 12m in length • Two hour minimum ping rate established in law for O 12 m • Gear sensors not mandated in law 	<ul style="list-style-type: none"> • VMS required for all vessels including UK • VMS ping rate is up to every half hour • The EU has not implemented gear sensors
<p>(Electronic) Logbooks</p> <ul style="list-style-type: none"> • Phase out paper logbooks and replace them with e-logbooks. Move e-logbook submission deadline to 48h • Mandate smaller vessels to complete logbooks • Haul-by-haul logbook recording (over 10 m) 	<ul style="list-style-type: none"> • Vessels over 12m must use e-logbooks while vessels under 12m either do not have to use logbooks or can use paper ones. Submission deadline of 24h after landing. • Logbooks must be completed for each fishing trip 	<ul style="list-style-type: none"> • Only e-logbooks allowed. Submission deadline is 48h • Smaller vessels must fill out logbooks but they must not create "disproportionate burden" for them • Logbooks for larger vessels must be completed for each 'fishing operation' (haul)
<p>Fish product traceability</p> <ul style="list-style-type: none"> • Fish Product Labelling. Change the exemption from labelling for private consumption from £45/30kg to 10kg limit. • Make sales notes electronic only • Make fish product transport documents electronic 	<ul style="list-style-type: none"> • Fish under £45 in value which are sold directly from vessels to consumers are exempt from labelling requirements • Sales notes can be paper if necessary • Transport documents do not have to be electronic 	<ul style="list-style-type: none"> • Exemption from product labelling applied to 10kg of products per consumer per day for private consumption • Sales notes must be submitted by electronic means within 48 hours • Transport documents must be electronic

Discussion

- What issues and problems do you have with the current system of traceability (recording catch, moving, buying or selling fish and exporting) and how do you think it could be improved?
- Would generally making paperwork such as sales notes and fish product transport documents electronic be an improvement?
- Are there benefits to introducing e-logbooks, and align logbook requirements across the whole fleet? What would the problems be?
- What new technologies do you think could be introduced to better support the fishing industry and your businesses?

Contact Us

Email: MCS@defra.gov.uk

If you have any thoughts and suggestions at all, please do get in touch, more than happy to have further discussion on this subject!

Control Regulation Review: Further Information

What is the Control Regulation?

The Control Regulation regulates who is fishing in UK waters, where they are fishing, and what they are catching. The Regulation is intended to allow fish to be exploited sustainably while not stopping fishers from being able to do their jobs.

The Regulation covers many areas. This includes monitoring devices on ships, logbooks, sales notes, fish product transport documents, engine power restrictions, and the inspection of vessels. Originally an EU law, we retained this legislation upon leaving the EU.

Why is it being reviewed?

The Regulation was created in 2009 to suit the needs of twenty-seven member states with very different needs when it comes to fishing. It is now also sixteen years old. Therefore, the Regulation contains outdated provisions, and it could be changed to better suit the UK fishing industry, improve sustainable fisheries management and ensure robust fish traceability.

What are we thinking of changing?

We are considering updating the Regulation to replace outdated parts and parts which are not the best suited to the UK. Some of our potential changes include:

- Fully digitising fish traceability by getting rid of paper logbooks, sales notes, and transport documents. Making it only possible to submit these electronically. submission deadlines may be extended to 48h rather than 24h. We are looking at ways we can make it easier for industry to comply with requirements without compromising traceability.
- Requiring logbooks to be filled in with each haul rather than each fishing trip for certain sizes of vessels
- Considering changes to vessels' ping rate
- Adding sensors to fishing gear to accurately monitor whether fishing is taking place
- Tightening rules on selling directly to individual consumers so that only 10kg of fish for private consumption can be sold to an individual rather than 30kg/£45 worth.
- Generally improving fish traceability and making the current system easier to navigate, reducing duplication and improving reliability.

How you can play a part

We are in the very early stages of deciding what the changes should be. We want to make sure that any changes we do make are both convenient and workable for industry and regulators. We would appreciate any thoughts you have on any of the proposed changes, or suggestions for things we have not considered. We are also keen to arrange follow-up meetings so you can tell us more about your thoughts and potential concerns about any of our proposed changes, or on control and traceability in general.

Acronyms and jargon:

VMS – Vessel Monitoring System. Any monitoring system on vessels.

EU – European Union

IUU Fishing – Illegal, Unreported, and Unregulated Fishing

Ping rate – how often Vessel Monitoring Systems report a vessel's location.

Contact us:

MCS@defra.gov.uk

Further Resources:

Current UK Control Regulation: <https://www.legislation.gov.uk/eur/2009/1224/contents>

EU Amended Control Regulation (2023): https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=OJ:L_202302842

EU Control Regulation Implementing Regulation (2025): https://eur-lex.europa.eu/eli/reg_impl/2025/2196/oj



Inshore Fisheries and
Conservation Authority

RFG Update

December 2025

Mark Taylor
Chief Executive Officer





Byelaw 3 (Cockles and Mussels)

- Minimum Use Policy
- Season Changes?
- Cockle FMP

Dee Cockle Order

- ▶ Joint application with Natural Resources Wales
- ▶ Initial consultation completed
- ▶ Draft application submitted
- ▶ Aiming for 2028...



Byelaw 4 (Potting)

- ▶ Reviewing whelk permits
- ▶ Effort limitations?
- ▶ New entrants?

Byelaw 7 (Netting)



Awaiting Defra confirmation

Permit applications are open

Bass entitlements for
commercial intertidal fishers



Byelaw 10 (Mobile Nets)

Initial informal consultation

Drafting in early 2026

Consolidation of legacy byelaws

Flexible permit regime

Wirral Netting

- ▶ Smooth-hound wash-ups
- ▶ Call for Evidence



Allonby Bay HPMA

- ▶ Awaiting MMO fishing and anchoring byelaws
- ▶ Partnership approach agreed
- ▶ Comms and engagement ongoing





We have member vacancies!

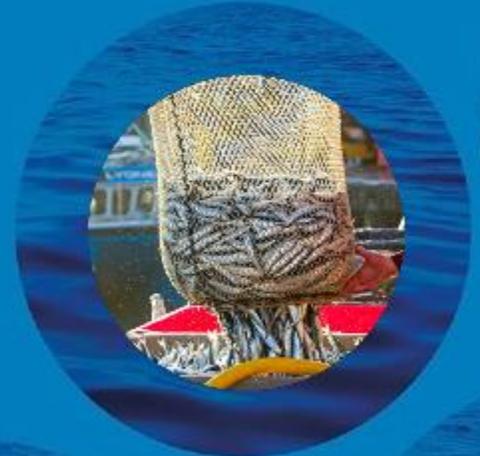


Marine
Management
Organisation

Bass authorisation review Overview

December 2025

...ambitious for our seas and coasts



- **Bass FMP Goal 2**

- Subgroup
- Scope
- Engagement
- Outcomes
- Next steps

Goal 2: Equitable access to the bass fishery, while prioritising stock sustainability

How this can be achieved: short term

The bass management group should review the current domestic authorisation system.

An alternative system should seek to:

- maintain access to the fishery
- align with other bass FMP goals

- Bass FMP Goal 2
- **Subgroup**
- Scope
- Engagement
- Outcomes
- Next steps

Marine Management Organisation.
Defra.
South Coast Fisherman's Council.
Royal Society for the Protection of Birds.
Bass Angling Conservation.
Cornish Fish Producers Organisation.
Commercial Fishers.
Plymouth Fishing and Seafood Association.
Devon and Severn IFCA.
Kent and Essex IFCA.
Bass Anglers' Sportfishing Society.

...ambitious for our seas and coasts

Bass authorisation review

Analysis of the current system to inform areas for; improvement, amendment, revocation

- Bass FMP Goal 2
- Subgroup
- **Scope**
- Engagement
- Outcomes
- Next steps

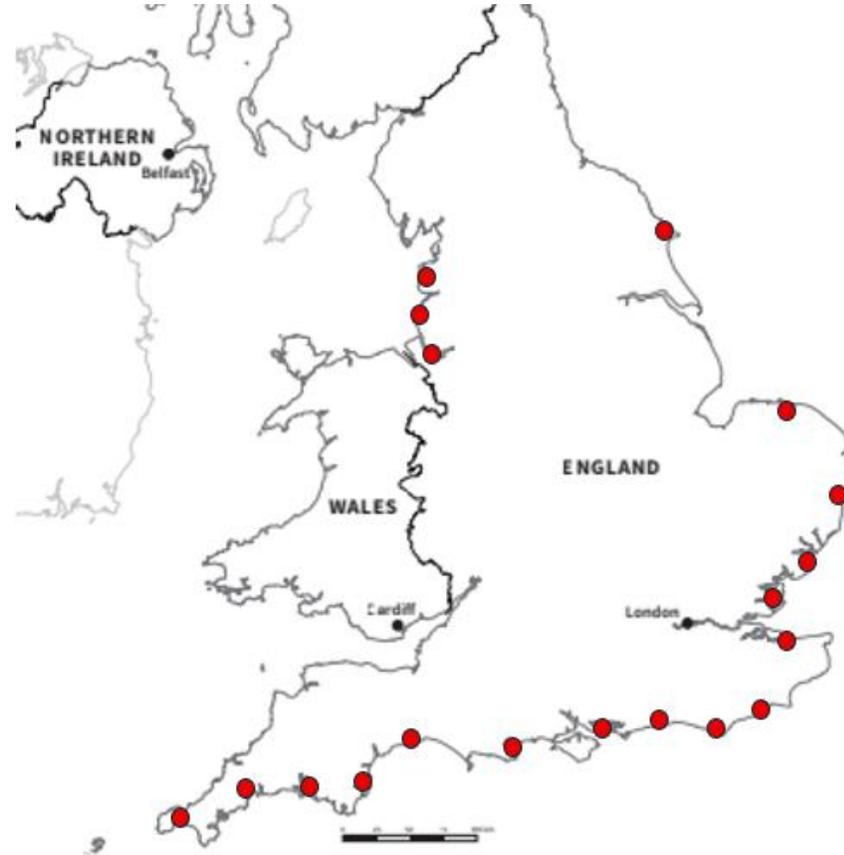
- **Track records**
- **Authorisations**
- **latent capacity**
- **Transfers**
- **Discards**
- **Reporting**
- **Non-Powered vessels**

- Assess suitability of current system for UK vessels
- Recommend options for future system for UK vessels

...ambitious for our seas and coasts

Bass authorisation review

- Bass FMP Goal 2
- Subgroup
- Scope
- **Engagement**
- Outcomes
- Next steps



- 20 engagement events
- 300 individuals
- Communication

...ambitious for our seas and coasts

Outcomes

- 1. Increasing the number of authorisations to land bass**
- 2. A scheme providing access for young people wishing to enter the fishery**
- 3. Allowing fishers to switch from fixed gillnet authorisation to hooks and lines**
- 4. Gear trials - including an Inshore drift netting scientific trial**
- 5. Establishing a working group to review demersal trawls and seines**
- 6. A trial bycatch allowance for non-authorized fixed gillnet fishers**
- 7. Development of an accredited hook to plate bass fishery**
- 8. Adjustments to engine power and vessel size restrictions**

...ambitious for our seas and coasts

Bass authorisation review

- Bass FMP Goal 2
- Subgroup
- Scope
- Engagement
- Outcomes
- **Next steps**

- Recommendations do not represent the official position of Defra or MMO at this stage
- Developed through stakeholder engagement
- Bass management group Prioritisation
- While not all recommendations may be adopted, this process ensures each is carefully considered.
- Implementation
- Contact - BassFMP@defra.gov.uk

...ambitious for our seas and coasts



Marine
Management
Organisation



...ambitious for our seas and coasts



Marine
Management
Organisation



Labelling Requirements and Changes to EU Export Rules 2nd November 2025



...ambitious for our seas and coasts



Introduction

- Introduction to traceability
- Labelling
- 2026 Export updated requirements
- EU Catch
- DEFRA policy update
- Q&A

...ambitious for our seas and coasts



Marine
Management
Organisation

Traceability

...ambitious for our seas and coasts



What is traceability and why does it matter?

Traceability is the **ability to trace something as it moves through a process**

For the fishing industry this means being able to **trace fish/fisheries products right from sea** 

In the UK it is a legal requirement that fish is fully traceable from **catch to marketing, export & consumption**

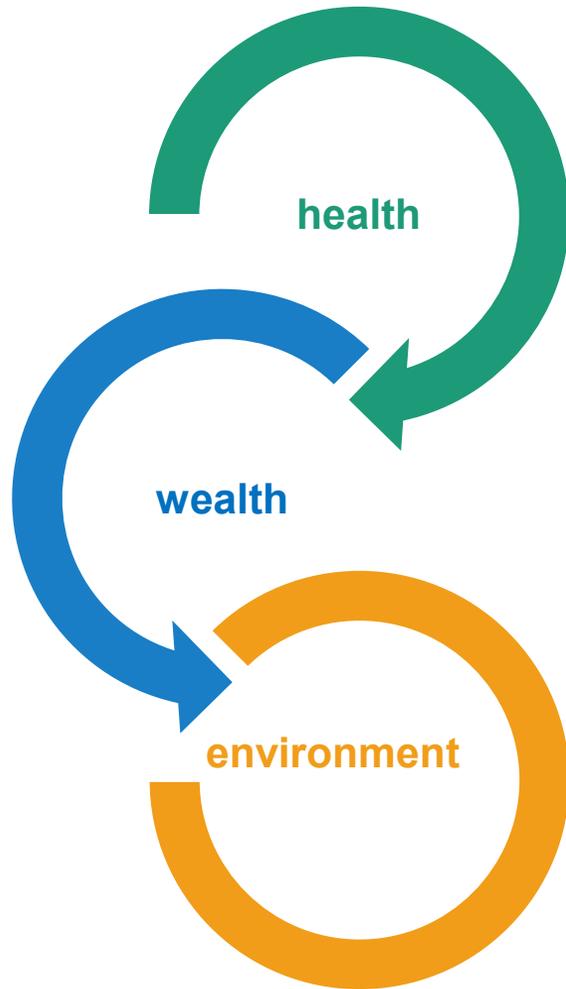
Accurate labelling and sharing of information is also essential for seafood businesses, to:

- Ensure that fish and shellfish has been **caught legally** and is **safe to eat**.
- Ensure fish can be successfully **exported**. Documents need to be readily available and accurate. Any hold-up can be very costly due to the short shelf life of seafood.
- Satisfy **consumer** confidence/interest (it is what it says it is, from where it says it's from!)
... and satisfy **regulators** like the MMO that businesses comply with traceability regulations!

...ambitious for our seas and coasts

Why does traceability matter?

There are numerous benefits of seafood traceability to health, wealth and the environment



Protecting consumer health (identify and remove unsafe products)

Improving industry practice (promoting good, preventing bad practice)

Protecting worker rights (stating and verifying that worker standards are met)

Preventing food fraud (ensuring correct labelling, prevents undercutting by cheaper/lesser quality products)

Market access (providing info demanded by customers in high value markets)

Cost-savings & improved supply chain efficiency (reducing individual monitoring & checks; limiting the extent of product recalls; improved inventory management)

Evidencing activity (e.g. informing fisher compensation for disruption)

Supporting fisheries management (providing information on stock removals and fishing activity)

Reducing IUU Fishing activity (preventing products from IUU fishing entering the supply chain)

Recognising good environmental practice (sharing info on environmental qualities with responsible buyers)

...ambitious for our seas and coasts

Who else is interested in traceability?

As well as the MMO, there are other regulators that have an interest in, and regulatory responsibility for traceability further along the supply chain:



Local Councils or authorities:

- Port Health
- Environmental Health
- Trading Standards

As well as regulators, there are other stakeholders who also have an interest:

Fishers

Validate activities
Market differentiation
Resource management

Supply chain

Fair competition
Increased opportunities
Market differentiation

Consumers

Food Safety
Avoiding fraud
Provenance

...ambitious for our seas and coasts



Marine
Management
Organisation

Labelling

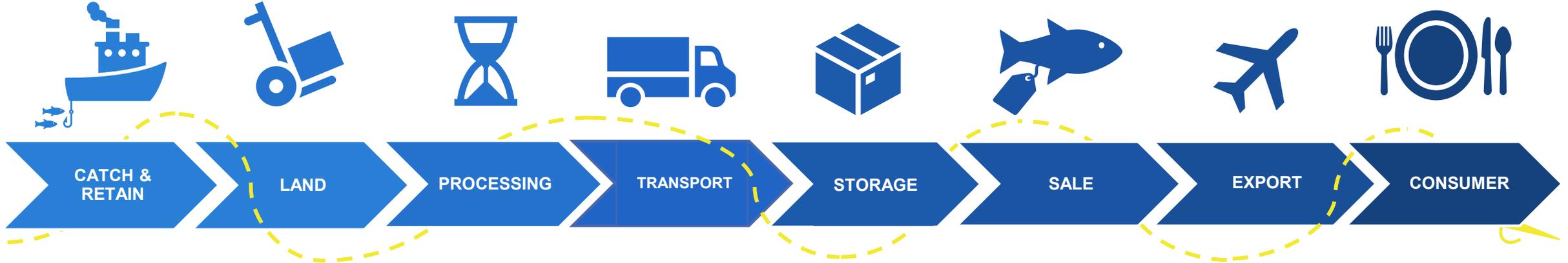
...ambitious for our seas and coasts



The traceability 'chain'...

Fisheries products may go through multiple processes before reaching the final consumer, and the traceability must be maintained throughout

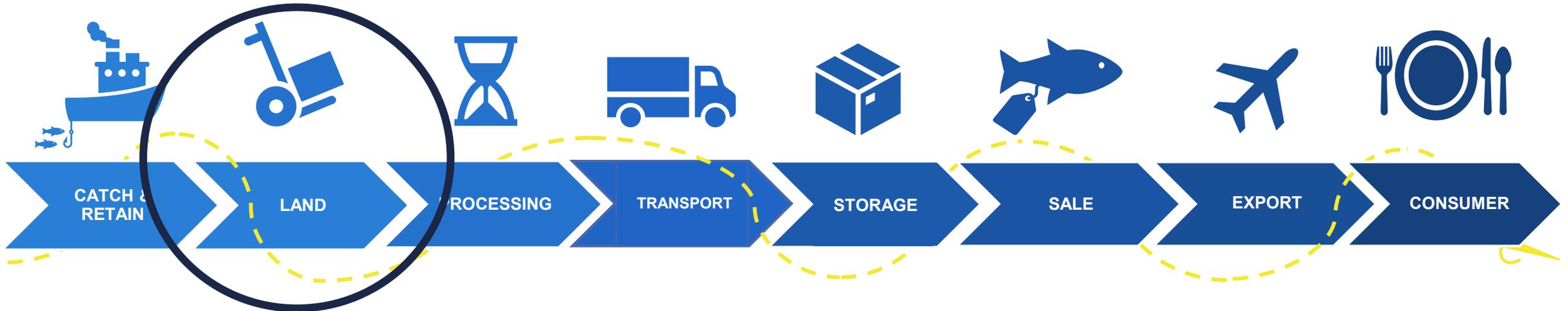
This requires the product to be labelled at every stage



...ambitious for our seas and coasts

Traceability- Landing

On Landing all “Lots” of fisheries product destined for marketing must be labelled



‘lot’ means a quantity of fisheries and aquaculture products of a given species of the same presentation and coming from the same relevant geographical area and the same fishing vessel, or group of fishing vessels, or the same aquaculture production unit;

...ambitious for our seas and coasts

Traceability- Landing

Most of the information needed for export is required under UK labelling legislation

Devolved governments are engaging with the catching sector to improve compliance with labelling requirements

We are focusing on the elements required for export

We are requesting additional data to facilitate export

What is Required on a Landing Label?

- a) the identification number of each lot;
- (b) the PLN and name of the fishing vessel
- (c) the FAO alpha-3 code of each species;
- (d) the date of catch
- (e) the quantities of each species in kilograms expressed in net weight or, where appropriate, the number of individuals;
- (ea) in cases where fish below the applicable minimum conservation reference size are present in the quantities referred to in point (e), separate information on the quantities of each species in kilograms expressed in net weight, or the number of individuals;
- (f) the name/company name and address of the vessel owner
- (g) whether the fish have been previously frozen or not
- (h) sub-area or division listed in the FAO fishing areas
- (i) The category of fishing gear used

Traceability- Landing

Most of the information needed for export is required under UK labelling legislation

Devolved governments are engaging with the catching sector to improve compliance with labelling requirements

We are focusing on the elements required for export

We are requesting additional data to facilitate export

To Facilitate Trade and Export the supply chain will also need to know

1. Trip dates- Date the vessel left port on the trip the fish was caught- the First day of landing for that trip (these dates fulfil requirement (d) date of catch)
2. Gear Code or subcategory (e.g.OTB, Otter Bottom Trawl)
3. Port of landing
4. Exclusive Economic Zone(s) (UKEEZ), RFMO (if applicable e.g. NEAFC), High Seas (if applicable)

Traceability- Landing

MMO suggested label template for landed fish

LOT ID	
VESSEL NAME AND PLN	
LANDING DATE	
Start Date of fishing trip (if different from landing date)	
PORT OF LANDING	
CATCH AREA	
GEAR USED FOR TRIP	
SPECIES (if BMS note here)	
WEIGHT (KG)	
PRODUCTION METHOD	Caught
NAME AND ADDRESS OF SUPPLIERS (Vessel Owner)	
Previously Frozen (tick if yes)	<input type="checkbox"/>

LOT ID	<i>Complete on landing, this must be unique</i>
VESSEL NAME AND PLN	<i>Complete before printing</i>
LANDING DATE	<i>Complete on landing/ at sea</i>
START DATE OF FISHING TRIP (if different from landing date)	<i>Complete on landing/ at sea if required</i>
PORT OF LANDING	<i>If you always land to the same port, complete before printing</i>
CATCH AREA	<i>Complete before printing</i>
GEAR USED FOR TRIP	<i>If you only use one gear type complete before printing</i>
SPECIES (if BMS note here)	<i>Complete on landing/ at sea</i>
WEIGHT (KG)	<i>Complete on landing</i>
PRODUCTION METHOD (Caught or Farmed)	Caught
NAME AND ADDRESS OF SUPPLIERS (Vessel Owner)	<i>Complete before printing</i>
Previously Frozen (tick if yes)	<input type="checkbox"/>

...ambitious for our seas and coasts

Traceability- Landing

MMO Example Label- for a multi lot trip

VESSEL NAME & PLN:	BM123 BRIGHT HAVEN	
DATES OF LANDING	7/9/2025	
DATE OF DEPARTURE (if different from dates of catches)	6/9/2025	
PORT OF LANDING:	Brixham	
ICES CATCH AREA:	FAO27.7.e - UKEEZ	
GEAR USED FOR TRIP:	Demersal Trawl	
PRODUCTION METHOD (e.g. caught or farmed):	CAUGHT	
PREVIOUSLY FROZEN (tick if yes)	<input type="checkbox"/>	
NAME AND ADDRESS OF SUPPLIERS:	Mr A Smith 1 Front Street, Brixham TQ5 1ZZ	
SPECIES NAME (if BMS note here)	URN:	TOTAL (net) WEIGHT
Sole -SOL	BM123-01	200kg
Thornback -RJH	BM123-02	30.2kg
Dogfish - SMD	BM123-03	61kg

...ambitious for our seas and coasts

The traceability 'chain'...



Local Councils or authorities:

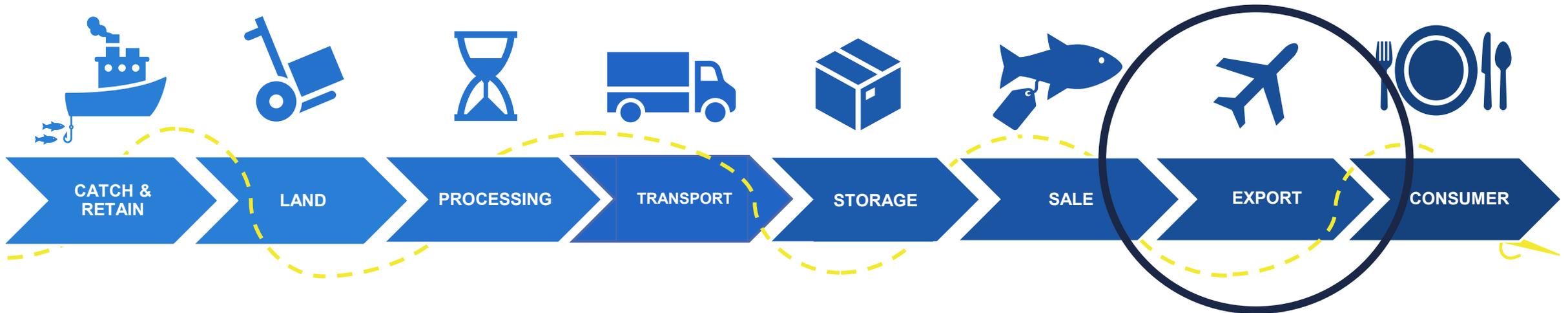
- Port Health
- Environmental Health
- Trading Standards

- Fish must be labelled at all stages of the supply chain
- As a merchant, processor, or exporter You may be responsible for additional requirements from other bodies, such as the Food Standards Agency
- There are changes to the requirements for labels on import to the EU from the 10th of January
- We can advise on the legislation but not on how it will be enforced in EU ports

...ambitious for our seas and coasts

Traceability- Import to the EU

On import to the EU all “Lots” of fisheries product must be labelled



‘lot’ means a quantity of fisheries and aquaculture products of a given species of the same presentation and coming from the same relevant geographical area and the same fishing vessel, or group of fishing vessels, or the same aquaculture production unit;

...ambitious for our seas and coasts

Traceability- Import to the EU

Most of the information needed for export is included in UK labels

This Labelling information is required to be with the 'Lot', not every package.

From the 10th of January your 'Lot' labels will need to include Catch Certificate numbers

...ambitious for our seas and coasts

- **What is Required on an Export Label?**

- The identification number of the lot;
- a) for all fishery products included in the lot, the IMO number or, if not applicable, other unique vessel identifier of the catching vessel(s), if applicable, and the catch certificate(s) number(s) submitted in accordance with Regulation (EC) No 1005/2008, where applicable,

Or

- b) for all aquaculture products included in the lot, the name and, where available, the registration number of the aquaculture production unit;
- the FAO alpha-3 code of the species and the scientific name;
- the relevant geographical area(s) for fishery products caught at sea, or the catch or production area for fishery products caught in fresh water and for aquaculture products, as referred to in Article 38(1) of Regulation(EU) No 1379/2013;
- for fishery products, the category of fishing gear as laid down in the first column of Annex III to Regulation (EU) No 1379/2013;
- the date(s) of catches for fishery products or date(s) of harvest for aquaculture products;
- the quantities in kilograms expressed in net weight or, where appropriate, the number of individuals;
- where fishery products below the minimum conservation reference size are present in the lot, separate information on the quantities in kilograms expressed in et weight, or the number of individuals below the minimum conservation reference size;
- for fishery and aquaculture products subject to common marketing standards, the information required in order to comply with those standards.



Marine
Management
Organisation

Catch Certificate

Catch Certificate – Key Changes



Catch Dates



Catch Area(s)



Fishing Gear



Transport Details



Cosmetic Changes

...ambitious for our seas and coasts



‘Start’ date, defined as the date the vessel left port on the trip the fish was landed.



‘End’ date, remains the same as the date currently recorded as ‘date landed’ i.e. defined as the date the catch was landed (or the first day landing begins where this is not completed within a single day).



...ambitious for our seas and coasts

Add your trip

! Under new EU regulations, it will be mandatory to provide detailed catch area and gear type information for all fishing activities.

Start date of fishing trip (optional)

For example, 31 03 1980

Day Month Year



[▶ Start date](#)

Date Landed

For example, 31 03 1980

Day Month Year





Exclusive economic zone (EEZ)/
High Seas area the produce was
caught from will need to be
provided where applicable in
addition to the FAO area.

Applicable Regional Fisheries
Management Organisations
(RFMOs) will need to be provided

...ambitious for our seas and coasts

Catch area

Fish caught in high seas area (optional)

 Yes No

Exclusive economic zone (required)

Exclusive economic zone (optional)

Country name

[Add another](#)

RFMO (optional)

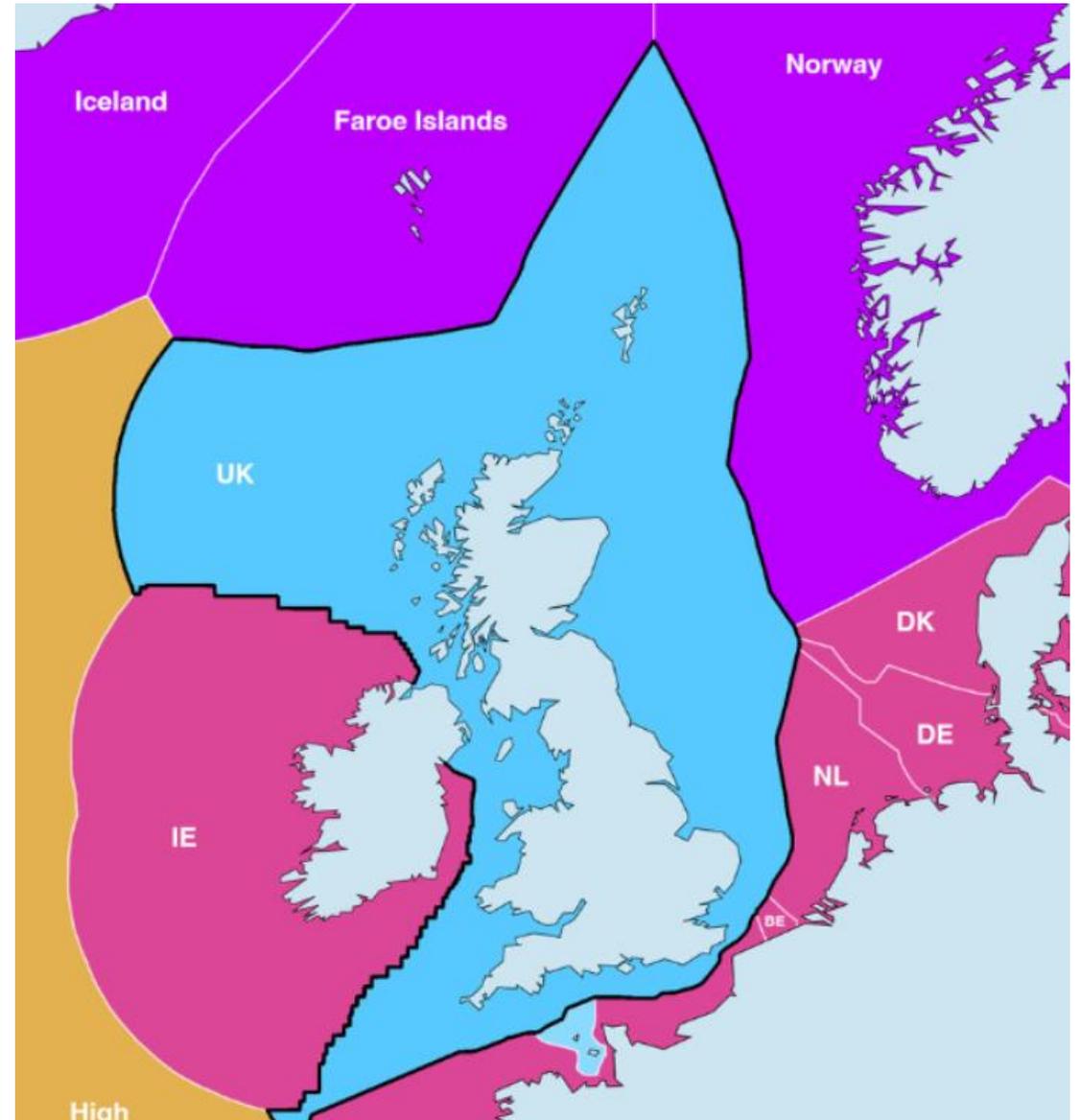
Regional Fisheries Management Organisation



Exporters will now need to provide EEZ and/or High Seas area as well as RFMO where applicable.

EEZ- Exclusive economic zone (EEZ) - EEZs extend out to 200 nautical miles (nm) from coastline or a median line where it meets another countries limits. Within EEZs the coastal state has sovereign rights to exploration and exploitation of the natural resources, marine research and responsibility for protection and preservation of Marine life.

...ambitious for our seas and coasts





RFMO – RFMOs are international organisations establishing binding measures for conservation and sustainable management of highly migratory or straddling fish species

...ambitious for our seas and coasts





High Seas – High seas are international marine waters outside the jurisdiction of any country beyond the 200nm limit of the EEZ.

...ambitious for our seas and coasts

Catch area

Fish caught in high seas area (optional)
 Yes
 No
Exclusive economic zone (required)

Exclusive economic zone (optional)
Country name
 [Add another](#)
RFMO (optional)
Regional Fisheries Management Organisation



Requirement to provide the category of gear and the type of gear within that category used to catch each fishery product.

There is a predefined list for exporters to select the gear category and type from.

...ambitious for our seas and coasts

[▶ I cannot find the vessel](#)

Gear details (optional)

This will be required from January 2026 under EU regulations.

Gear category

Select gear category



Gear type

Select gear type



[▶ What are gear details?](#)

Product weights



All known transport information at the point of creating the catch certificate.

The EU will require details to be printed on the catch certificate – these will need to be input manually

...ambitious for our seas and coasts

Transport details

! Only the transport entry marked “PDF” will appear on the catch certificate.

Transport type	Documents	References			
Truck	Not provided	Not provided	PDF	Edit	Remove

Do you have more transport modes to add?

For example, if goods are moved by both truck and train, select 'Yes'.

Yes No

Save as draft

Save and continue



From January 2026, the exporter will be responsible for filling in the transport details included in the Appendix to the EUs updated catch certificate template, indicating the port or place of departure and the means of transport.

The exporter must complete the details of the first known transport at the point of application in the appendix to the catch certificate.

Transport details

! Only the transport entry marked "PDF" will appear on the catch certificate.

Transport type	Documents	References			
Truck	Not provided	Not provided	PDF	Edit	Remove

Do you have more transport modes to add?

For example, if goods are moved by both truck and train, select 'Yes'.

Yes No

Save as draft

Save and continue



Where additional modes of transport are known (i.e. after the consignment leaves the UK), these can also be added manually to the catch certificate



The point of destination must also be included on the catch certificate. This can be the final destination within the EU that the consignment is travelling to or if that is not known the first stop on its journey to this destination.



...ambitious for our seas and coasts

Transport details

! Only the transport entry marked "PDF" will appear on the catch certificate.

Transport type	Documents	References		
Truck	Not provided	Not provided	PDF	Edit Remove

Do you have more transport modes to add?

For example, if goods are moved by both truck and train, select 'Yes'.

Yes No

Save as draft

Save and continue

Catch Certificate Appearance Changes



We will also be making other revisions to the PDF document, such as the inclusion of additional vessel identifiers that will be automatically populated, and changes to wording throughout the document to align with the new EU template.

...ambitious for our seas and coasts

HM Government

UNITED KINGDOM

Catch and Re-Export Certificate

(i) CATCH CERTIFICATE

Document Number Validating Authority

1 Name

Address

Tel. Email

2 Fishing Vessel Name Flag - Home Port

Call Sign / PLN

IMO number or, if not applicable, other unique vessel identifier (if applicable)

Fishing Licence No. Valid until

Fishing Gear

Mobile satellite service no Telefax no Telephone no E-mail address (if issued)

3 Description of Product

Type of processing authorised on board:

Species	Product Code	Catch Area(s)	Catch Date(s) (from - to)	Estimated weight to be landed in kg	Net catch weight in kg	Verified weight landed (net catch weight in kg)

4 References to applicable conservation and management measures

5 Name of master of fishing vessel or of fishing license holder - Signature:

* I am a representative of the vessel (s) shown on this document

Catch Certificate Appearance Changes



Section 2 - The IMO/Unique vessel identifier (where applicable) - This field will be auto populated where applicable

Section 7 - Transhipment and/or landing authorisation into port area - This section is for completion by the importing country's authorities. It will not appear in the application screens for UK exporters.

2 Fishing Vessel Name Flag - Home Port

Call Sign / PLN

IMO number or, if not applicable, other unique vessel identifier (if applicable)

Fishing Licence No. Valid until

Fishing Gear

Mobile satellite service no Telefax no Telephone no E-mail address (if issued)

7 Transhipment and/or landing authorisation within a port area:

Name	Authority	Signature	Address	Tel.	Port of landing (as appropriate)	Date of landing (as appropriate)	
IMO number or, if not applicable, <u>other</u> unique vessel identifier (if applicable)			Port of transhipment (as appropriate)	Date of transhipment (as appropriate)		Seal (Stamp)	Seal (Stamp)

...ambitious for our seas and coasts

Catch Certificate Appearance Changes



Sections 11 - Importer Declaration – Several new fields will be added to the PDF version of this section . This section is to be completed by the importer when the consignment arrives at its destination.

...ambitious for our seas and coasts

11 Importer Declaration:

Company, name, address, EORI number and contact details of importer (specify details)	Signature	Date	Seal
Company, name, address, EORI number and contact details of representative of the importer (specify details)	Signature	Date	Seal
Product Description	CN code	Net weight in kg	Net fishery product weight in kg
Document under Article 14(1) of Regulation (EC) No 1005/2008	Yes/No (as appropriate)	References	
Document under Article 14(2) of Regulation (EC) No 1005/2008	Yes/No (as appropriate)	References	
Member State and office of import			
Means of transport upon arrival (airplane, vehicle, ship, train)	Transport document reference	Estimated time of arrival (if submission under Article 12(1) of Regulation (EC) No 1005/2008	
Customs declaration number (if issued)	CHED number (if available)		

Catch Certificate Appearance Changes



Section 12 - Import Control: Authority - This section is to be completed by the importing authority and does not affect the exporter's application

Section 13 - Refusal of catch certificate - This section is used by the importing authorities if a consignment is refused at the point of import

...ambitious for our seas and coasts

12	Import Control Authority	Place	Importation authorised*	Importation suspended*	Verification requested – date
	Customs declaration (if issued)	Number		Date	Place

* Tick as appropriate

13. Refusal of catch certificate	Catch certificate refused on the basis of the following provisions of Regulation (EC) No 1005/2008:	⁽⁶⁾
	Article 18(1), point (a)	
	Article 18(1), point (b)	
	Article 18(1), point (c)	
	Article 18(1), point (d)	
	Article 18(1), point (e)	
	Article 18(1), point (f)	
	Article 18(1), point (g)	
	Article 18(2), point (a)	
	Article 18(2), point (b)	
	Article 18(2), point (c)	
	Article 18(2), point (d)	



Marine
Management
Organisation

Processing Statement

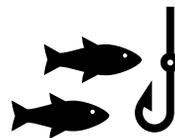
1

Minimal changes to the template and the information that is contained within.



2

Changes to requirements – Processing statements required for domestic caught fish processed within the UK.



3

The EU have introduced a definition for processing



...ambitious for our seas and coasts

Processing operations requiring a processing statement (Annex IV) include cutting, filleting, canning, smoking, salting, cooking, pickling, drying or preparing fish for market in any other manner. Fishery products subject only to freezing and/or packing will not require a processing statement (Annex IV).

...ambitious for our seas and coasts

Processing statement (Annex IV) will be required for processing operations carried out on fishery products after landing in approved establishments.

...ambitious for our seas and coasts

- Vessel Amber G (BM51) lands 1000kg of gutted COD
- Andy buys 500 kg of gutted COD to make into cod fillets
- Andy created a catch certificate for the 500 kg of gutted COD

Catch certificate number GRB-2026-CC-12345672

...ambitious for our seas and coasts

- Vessel Amber G (BM51) lands 1000kg of gutted COD
- Andy buys 500 kg of gutted COD to make into cod fillets
- Andy created a catch certificate for the 500 kg of gutted COD

Catch certificate number GRB-2026-CC-12345672

Processing statement boxes should be:

Catch certificate number	Vessel Name(s) and flag(s)	Validation date(s)	Catch description	Total landed weight (kg)	Catch processed (kg)	Processed fishery product (kg)
GRB-2026-CC-12345672	See catch certificate	See catch certificate	COD	500	500	225

...ambitious for our seas and coasts

Linking species to products

[Back](#)

Add a processed product

! You must add one processed product at a time.

Product description

The details entered here will appear on your document and must be legible in English. For example Battered cod fillets

Commodity code

Start typing to search for the correct commodity code for your fish product

[Help with commodity code](#)

Save as Draft

Save and continue

[Back to Your Progress](#)

[Back](#)

Add species to your processed product

Food and Agriculture Organisation (FAO) code or species name

Start typing a species name or FAO code to see suggestions. For example, Atlantic cod or COD.

[Help with species names](#)

Was the catch certificate issued in the UK?

This is the last document used to bring the product into the UK.

Yes No

Catch certificate

Enter the catch certificate reference number, including any hyphens, dashes or other characters. For example, GBR-2024-CC-BEFC6036.

[Help with catch certificate](#)

Catch certificate weight

Enter the weight of the product being exported, as shown on the Catch certificate.

 kg

Export weight before processing

Enter the weight of the product before any processing. Do not include any additional ingredients.

 kg

Export weight after processing

Enter the weight of the product after any processing. Do not include any additional ingredients.

 kg

Add Cancel

You have added 0 species and 0 documents for Test22

Species name (FAO)	Catch certificate weight	Export weight before processing	Export weight after processing	Action

Save as Draft

Save and continue

...ambitious for our seas and coasts



Marine
Management
Organisation

Non-manipulation Document

Previously referred to as a 'Storage Document'.

Introduction of a template – Published on the 17th March 2025.

Introduction of additional fields.

Currently required when a consignment from a 3rd country is stored the UK and is not in transit.

Requirement to provide one when a consignment has been split prior to re-export.

...ambitious for our seas and coasts

ANNEX

Template for the document referred to in Article 14(1)(b)(ii) of Regulation (EC) No 1005/2008

Document number					
1. Declaring Authority					
Name					
Address					
Email					Tel.
2. Arrival to the place of storage – details					
Place of departure of the product:					
Date of departure:					
Last port, airport or other point of departure before arrival to the country of storage					
Details of transport (Vessel name and flag / flight number – airway bill / railway bill / freight bill – truck registration number)					
Container number(s) (where applicable)					
Date of arrival to the place of storage (unloading)					
Place of storage:					
3. Consignment details (upon arrival to the place of storage)					
Description of the fishery products	Species	Product Code	Catch Certificate / Processing Statement/non-manipulation declaration number(s) (if applicable)	Net weight in kg entering the place of storage	Net fishery product weight in kg entering the place of storage
...					
4. Storage facility details:					
Name	Address	Approval number (if applicable)	Stored as (tick as appropriate)		
			Chilled	Frozen	Other
5. Consignment details (upon departure from the place of storage)					
Description of the fishery products	Species	Product Code	Catch Certificate / Processing Statement/non-manipulation declaration number(s) (if applicable)	Net weight in kg leaving the place of storage	Net fishery product weight in kg leaving the place of storage
...					
6. Departure from the place of storage – details					
Date of departure from the place of storage (reloading)					
Port, airport or other point of departure from the country of storage					
Details of transport (Vessel name and flag / flight number – airway bill / railway bill / freight bill – truck registration number)					
Container number(s) (where applicable)					
Point of destination: Port, airport or other point of destination					
7. Exporter details:					
Company name		Address		Date of submission of this document by exporter to the competent authority	
8. Declaration by the competent authority					
I hereby declare that the information provided in this document is correct and that the products concerned did not undergo operations other than unloading, reloading or any operation designed to preserve them in good and genuine condition, and remained under the surveillance of the declaring authority.					
Name of the authority	Name and title of the official	Signature and seal		Date	

1

Arrival to place of Storage section added:

- Includes details the consignments journey prior to storage, the date of departure, method of transport, place of departure

...ambitious for our seas and coasts

2

Updated consignment details section split into two:

- Consignment details upon arrival of place of storage
- Consignment details upon departure from place of storage

...ambitious for our seas and coasts

3

Departure from place of storage details

- Includes date of departure, point of departure from country of storage, details of transport and point of destination

...ambitious for our seas and coasts

Exemptions from IUU requirements

ANNEX I

List of products excluded from the definition of 'fishery products' set out in point 8 of Article 2

- Freshwater fishery products
 - Aquaculture products obtained from fry or larvae
 - Ornamental fish
 - Oysters, live
 - Scallops including queen scallops, of the genera *Pecten*, *Chlamys* or *Placopecten*, live, fresh or chilled
 - Coquilles St Jacques (*Pecten maximus*), frozen
 - Other scallops, fresh or chilled
 - Mussels
 - Snails, others than those obtained from the sea
 - Prepared and preserved molluscs
-



Marine
Management
Organisation

MMO Plan

MMO Plan

- 1 Update the UK IUU documents to implement template changes and remain compliant with EU requirements.
- 2 Update application screens to allow for completion of the new sections within the Fish Export Service on.
- 3 Incrementally release changes to the service.
- 4 User research sessions.
- 5 Fish, Trace, Ship campaign website.
- 6 Extensive communications plan across the whole supply chain.
- 7 New guidance on gov.uk.
- 8 Continue to communicate with the EU.
- 9 Wider work on traceability.
- 10 The creation of UK Frequently Asked Questions (FAQs)

...ambitious for our seas and coasts



Marine
Management
Organisation

Any questions?



Department
for Environment
Food & Rural Affairs

Fishing and Coastal Growth Fund

RFG Discussion



The Fishing and Coastal Growth Fund: What is it?

The Fishing and Coastal Growth Fund is a 12-year **£360 million** investment to support the next generation of fishermen and breathe new life into our coastal communities.

We have committed to work with industry to target investment where it matters most. For example, by considering investment in:

- New technology and equipment to modernise our fleet
- Training and skills to upskill the workforce and back the next generation of fishers
- Promoting and supporting the seafood sector to export our high-quality produce across the world

Today, we want to ask two questions: what should we fund? And how should we set up the fund?

1. What Should We Fund?

You know what it's like working in or around fishing and coastal areas. What kind of support would actually help?

Question: What things could the fund pay for or invest in that would help fishermen, fishing and aquaculture businesses, and local communities?

Timing: 15-minute discussion

Application Process and Fund Design

We're not just asking what we should fund — we're asking **how** we should fund it.

We want your views on:

- How to make the application process fair and accessible
 - What works (and doesn't) for small businesses
 - How we can reduce admin for you and make applying easier
 - What kinds of support would help people apply with confidence
 - How to make sure funding reaches the right places
-

2. Application and Fund Design

How could the fund be set up to help projects succeed?

Think about:

- What's realistic for smaller or lower-income businesses
- How to make the fund fair and open to a wide range of projects
- Any other considerations for the set up of the fund

Discussion – 15 minutes

What Happens Next?

If you have more to say:

Complete the survey using the QR code or follow the link in the chat:



Thank You

Thanks for joining the conversation.

Your voice matters — and it's shaping the future of fishing and coastal communities.

Let's keep the dialogue going.



Maritime &
Coastguard
Agency

Safer lives,
safer ships,
cleaner seas

Regional Fisheries Groups December 2025

Revising the 2021 Small Fishing
Vessel Code

David Fenner
December 2025

The Small Fishing Vessel Code

- The Current Code was introduced in 2021.
- It was developed with the assistance of the four main UK Federations
- The new requirements were based largely on recommendations made by MAIB to MCA following accident investigations.
- The Code is subject to a review every five years, which is now due

Developing the Small Fishing Vessel Code

Based on feedback received from Federations and from individual fishermen since then we are looking to change the Code so that:

- It is easier to identify what applies to your vessel
- The requirements are easier to understand
- Include the allowances for water freeing and stability that have been developed in the last few years in response to the arrangements on different types of vessels;
- other options for demonstrating compliance to be explored i.e. use of sea states rather than distance from shore

The Review itself

- We have started discussions with the main Federations and are wanting to have discussions with those not represented by Federations.
 - We would like to ensure that we get views and input from across Industry and we are looking to engage in different ways to ensure this.
 - We are meeting with over 50 small sector fishermen early next year.
 - We would also appreciate your views on how best to achieve this.
-
- fishing@mcga.gov.uk

What are we doing - 1

To address this:

- The code now refers to vessels as pre or post 2007
- Each chapter has a section on what applies to pre 2007 vessels
- Duplication with the Construction Standards has been removed;
- The Code now describes what is meant by fit for purpose
- Fit for Purpose conditions to be accepted at subsequent inspections, subject to modifications and condition;

What are we doing - 2

- We now take operating history and equivalence into account when assessing freeboard;
- We have a wide range of options for vessels for equivalence to achieve waterfreeing requirements
- All the information needed to work out what to do for stability depending on your fishing method is the same section of Chapter 3;
- MGN503 is the only source of information on conduct of stability tests for both fishermen and surveyors
- New Code will set out Radio equipment required for each Sea Area;

MAIB Recommendations

There are two MAIB recommendations we need to address.

NICOLA FAITH – To introduce a requirement that new vessels with a load of more than 1000kg have to comply with Cat A stability requirements – (Full Stability)

COPIOUS – Crewed vessels to have a means of recovering conscious and unconscious persons which can be demonstrated at survey or inspection.

What are we doing - 3

- We are developing documents that will help owners pick the requirements applicable to them from the Code.
- There will be 8 guidance documents:
 - Less than 7m Open vessel Built before 16/7/2007
 - Less than 7m Open Vessel Built on or after 16/7/2007
 - Less than 7m Decked Vessel Built before 16/7/2007
 - Less than 7m Decked Vessel Built on or after 16/7/2007
 - 7m – less than 15m Open vessel Built before 16/7/2007
 - 7m – less than 15m Open Vessel Built on or after 16/7/2007
 - 7m – less than 15m Decked Vessel Built before 16/7/2007
 - 7m – less than 15m Decked Vessel Built on or after 16/7/2007

REQUIREMENTS APPLICABLE TO U7M DECKED VESSELS BUILT ON OR AFTER 16 JULY 2007

LIFE SAVING APPLIANCES		
Item	Location	Comments
Lifejackets,	7.3	With lights. 1 per person. Lifejackets (inc. whistles, retro-reflective material and lights) PFDs to comply with EN ISO 12402, auto inflation and 150 Newtons buoyancy.
Lifebuoys with 18m buoyant line	7.3	2 or 1 and a Rescue quoit.
Parachute flares	7.3	3 – Must be in date and in waterproof container
Handheld flares	7.3	2 – must be in date and in waterproof container
Smoke Signals (buoyant or <u>hand held</u>)	7.3	Must be in date and in waterproof container
406 MHz EPIRB/406 MHz PLBs	7.3	Vessels may opt instead for 406MHz PLBs for all crew. If 406 EPIRB is carried, then additional PLBs may be AIS. EPIRBs and PLBs must be Registered, unless PLB is AIS
Waterproof torch	7.3	All vessels
STABILITY		
Records of tests	3.2.1	Kept for inspections and pre/post modifications/change of fishing method
Wolfson notice on board	3.12	https://www.wumtia.soton.ac.uk/sites/default/files/StabNoticeCalculator.xlsx
<u>Gear</u>	3.3	Stores, parts, if unnecessary, removed.
Stability info on board,	3.2, 3.4.3	Accessible and followed
Intact Stability, Lightship and requirements of MGN281	3.6.1, 3.6.2, 3.6.3, 3.8, 3.9	Met by <ul style="list-style-type: none"> Vessels of less than 7m built on or after 6 Sept 2021 conducting Cat A fishing methods Vessels conducting Cat B or Cat C vessels that change to Cat A methods Vessels being modified

MAY BE APPLICABLE REQUIREMENTS APPLICABLE TO U7M DECKED VESSELS BUILT ON OR AFTER 16 JULY 2007

LIFE SAVING APPLIANCES		
Item	Location	Comments
Gas Detector	6.5	In lower parts of compartments, visible and audible alarm in space and control position. Test. Notice in space for action to take if alarm sounds
Smoke Alarms (accommodation/engine spaces)	5.7.1.4	Decked vessels
Fire Detectors	5.7.1.4	Battery powered case by case surveyor assessed for accommodation but only where easily audible from the wheelhouse and/or deck. Engine spaces remote from wheelhouse audible and visual alarm in wheelhouse. Test
CO Alarms	6.6	All vessels with enclosed spaces with fired cooking or heating appliances or where engine exhausts run through wheelhouse or crew space. Lithium battery, tested, maintained, in date and BS EN 50291
CERTIFICATES AND RECORDS		
Crew aware of risk assessment	6.1	
Written Health and Safety Policy if more than 5 crew	6.1	
Hours of rest records	6.1	
Crew list	6.1	Is it posted ashore
Induction records	6.1	
On board training records for vessel equipment	6.1	
Emergency instructions/muster lists	8.2	Instructions available for each crew member. Up to date muster lists posted in conspicuous places and in a language understood by all, posters or signs in the vicinity of survival craft and their launching stations as appropriate
Voluntary training -		Skippers U15m Certificate or Nav Watchkeeping/Engine room watchkeeping Stability Awareness)

Future Proofing

We will also look to help anyone who makes to make a switch to alternative fuels

- New sections on Alternative Fuels (taken from Workboat Code 3) to assist any owners wishing to install these, to reduce need to seek equivalencies from MCA;
- Information contained in Engine Regulations, Health and Safety and Clean Seas legislation removed to ensure the single source of information and remove potential for changes in the future not being reflected when more than one source exists.

TABLES OF CHANGES, CLARIFICATIONS AND SIMPLIFICATIONS TO MSN1871 AMENDMENT 2

TABLE 1 - LIST OF CHANGES TO MSN 1871 AMENDMENT 2

NEW REQUIREMENTS			
NEW SECTION	OLD SECTION	CHANGE	RATIONALE
1.4.5	N/A	Proposal that U7m vessels should have to have Outfit Certificate when Registering	MCA currently checks outfit of U7m vessels against MGN 628 or FVCA checks outfit of U7m vessels coming in through Registration survey process and results set out in Comparison report. Requiring Outfit Cert for new vessels brings new build vessels into line with registration survey vessels
1.5.2	N/A	Conditions on Construction Cert will be included in SFVC	Ensures conditions on Construction Cert are transferred across to SFVC to ensure these are maintained throughout life of vessel.
2.2.4 and 4.1.5	N/A	Ultrasonic Thickness Measurements will be conducted every [5 years][on areas of concern] on Steel and Aluminium vessels conducted by a suitably qualified person using calibrated equipment,	To identify areas where vessel hull and pipework may be weak. Decisions yet to be made on whether this is every five years or just when there is concern over an area.
2.17.6	N/A	Larger drain fittings can be accepted if they are original	
3.6	3.6	Pair Trawling reclassified as Category A but only for new vessels after Code is published or vessels changing to that method that have not previously undertaken	Previous discussion with Industry when developing the 2021 Code had made suggestions that this method was Category A.
3.6	3.6	<i>Requirement for Vessels</i> with catch greater than 1000 kg first inspected on or after dd/mm/2027 to be Cat A method to be replaced by <i>Vessels</i> with load greater than 1000 kg first inspected on or after dd/mm/2027. Applicable only to new vessels and vessels which modify	MAIB recommendation from Nicola Faith
3.6	3.6	Hand diving and razor fish added as fishing methods	New methods presented to MCA since 2021 Code was published. Both

			considered to be low risk Cat C fishing methods
3.9	3.9	New reference to operating history and equivalence when freeboard is lower than stated requirements	MCA allows equivalence based on these, where appropriate. Written into Code to provide option to owners
4.7	4.7	Batteries can be isolated when not in use, preferably by means of a double pole switch but now a single pole switch may be used on the positive conductor	Request from Industry as some operators use single pole and this aligns with Construction standards
6.6	6.6	Wired Carbon Monoxide alarms are also allowed in addition to Wifi alarms	To provide greater flexibility for installation
6.7	6.7	Greater flexibility regarding height of fixed bulwarks, guard rails or guard wires when operations are interfered with. Also uses reference to ISO15085 to enable this Info provided on lower course of rails having a clearance of not more than 230mm above the deck and the remaining courses being evenly spaced at a distance of not more than 400mm apart. The minimum recommended distance between stanchions is 1500mm.	To recognise need to accommodate operational issues but also to provide clarity on distances between wires etc.
7.4	N/A	Requirement for grab bags	Proposal from Industry Reps to ensure vessels have equipment to assist rescue if abandon ship is necessary. Discussion still required on contents of bag.
7.5	7.11	Wording added on vessels having to have a method of recovering a person from water demonstrable at a survey or inspection	From MAIB Recommendation – COPIOUS
6.12	7.12	Medical kit can now be accepted in sealed bags or a suitable container	To avoid need to replace entire medical kit on use or expiry of items
9.2	N/A	Radio equipment requirements for vessels operating in Sea Areas A2, A3 and A4 set out	Requirements are consistent with vessels of 15m and over in these Sea areas to ensure emergency communication is possible.
9.5	N/A	Vessels of 12m and over shall be provided with efficient means acceptable to MCA for: (i) locating position; (ii) measuring speed and distance; and	To reduce risks of groundings

		measuring the depth of water	
9.6	9.6	Non type approved electronic aids to navigation do not need to be tested and updated	Not mandatory equipment therefore accepted that testing and updating is not required

TABLE 2 – LIST OF CLARIFICATIONS

CLARIFICATION OF REQUIREMENTS			
NEW SECTION	OLD SECTION	CHANGE	RATIONALE
1.1.2	N/A	New statement that vessels built to a Standard shall be maintained to the standard	To clarify this is the requirement at the start of the Code
1.3.4	N/A	Code will explain what is looked for when considering “fit for purpose”	To assist both owners and surveyors understanding of what is considered fit for purpose.
1.4.9 to 1.4.16	1.5	New section on how MCA will treat vessels with old Seafish Certs or Registration Surveys when registering – Vessels with a Seafish/FVCA Cert or Registration Survey that is less than 5 years old will be accepted, unless vessel has been subsequently modified	Sets out how MCA will treat vessels wishing to join Register with older Certificates or Registration surveys that did not Register at the time these were issued. Sets out policy that is already in operation.
1.5.2.5	1.7.2.5	MCA will not conduct OOW when new build vessels or Registration survey vessels first Register	Clarifies when OOW is not required. Sets out policy already in operation
1.5.2.8		Vessel must be presented for inspection in a way that is safe and all of inspection can be done. MCA may not inspect if this is not done	This is information that is already provided in Application form used at inspection time
1.5.2.10	N/A	Code now states conditions will be on Certificates and they must be complied with	Code sets out position that has been in place since Code started in 2001
1.5.2.13	n/a	Code states vessel may be de-registered if vessel does not have valid Certificate	This is already a requirement of law. Code looks to bring this to attention of owners to avoid such circumstances
1.5.3	1.7.2.8	Owner only required to have In water Inspection at change of ownership unless OOW is due in next 6 months	To ensure vessel is seen but OOW not done unnecessarily. Sets out policy already in operation.
1.7/1.8	N/A	New section on Vessel maintenance and operating vessel	Code already requires vessels to be maintained and operated to Standard

			or be fit for purpose. Section looks to provide greater detail on what is expected to meet this requirement and does not introduce new standards
1.10	N/A	Accident Reporting requirements added to Code	Not a new requirement, Code only draws attention to existing MAIB requirements for reporting.
3.9	3.8	New section on change of fishing method and what requires notification to MCA	Improves clarity for readers on what should be presented to MCA and when. Confusion has arisen over what vessels doing Cat A method already but want to switch to a Cat A method they have never done before have to do. This method is and has been considered new.
5.1 and 5.9	5.9	Definition of Never occupied provided to assist in installation of Fixed Fire extinguishers	Current Code unclear on what an occupied and never occupied space is. New Code provided clarity on when FFE systems can be installed.
7.5/7/6	6.4 and 7.6	Section on PFDs and Lifejackets brought together	Sections on lifejackets and PFDs brought into same chapter so they can be read and understood together. Also, Code now clarifies when PFD can be considered an Abandon Ship lifejacket
7.10	7.10	Code now refers to Class M MOB devices	AIS MOB devices are being phased out.
9.2.1	9.2.1	New Code seeks to define what near coastal is, there is a formula to use but for example where a coast station antenna has a height of 4m above sea level and the hand held radio has a height of 1.5m above sea level, the range achievable is 8 nautical miles from the shore based antenna. Beyond this a fixed VHF radio would be required.	Looks to clarify what near coastal is so owners can choose appropriate radio equipment

TABLE 3 – LIST OF SIMPLIFICATIONS

SIMPLIFICATION OF REQUIREMENTS IN CODE			
NEW SECTION	OLD SECTION	CHANGE	RATIONALE
1.2	1.2	Definitions of New vessel (2007) and Existing vessel removed. Sections throughout Code now refer to whether vessel built/registered before or after 16 July 2007. Definition of New Vessel 2017 remains but is only referred to in Chapter 3 on Stability in relation to Vessels of 12m and over. Definition of New Vessel 2018 also remains but is only referred to in Chapter 10 on Crew Accommodation.	To simplify the definition New Vessels and aid understanding of which requirements apply to which vessels.
1.9	Various	Vessel modifications - Current Code refers to vessel modifications is numerous sections. These have all been brought into one section to ensure owners/skippers can easily find what applies.	To simplify Code requirements regarding modifications so owners only read one section.
2.2.6 to 2.2.8	N/A	Requirements from Current Code for existing vessels consolidated into three paras (requirements for all vessels still apply to these vessels)	Simplifies and brings together requirements for existing vessels into two paragraph so owners of these do not have to search different sections to identify what applies
N/A	2.4, 2.6.2, 2.8.2, 2.9.2, 2.9.3, 2.10.2, 2.11.3, 2.12.4, 2.14.1, 2.14.4, 2.15.2, 2.16.1, 2.17.1, 12.17.3, 2.17.4, 2.18.1 and 2.18.2	Requirements that also appear in MGN628 and previous Construction standards have been removed.	These requirements are not required in the Code. Vessel would have been constructed, or will be modified to the Construction Standard and therefore by referring to maintaining or modifying vessels in accordance with the Standard, it means further reference is unnecessary
3.5	3.5	Requirements for intact stability and lightship tests now included as new Annex.	Removes text, as only those to which this applies will wish to reference information, simplifying the Code as a document for others.
3.5	New Annex	Lightship tests to be conducted every five years	Aligns with tests carried out in vessels with Stability books of 15m and over to ensure stability is not compromised.

3.6	3.6	References to MSF numbers for Heel and Roll tests removed and Annexes with details on how to conduct Roll and Heel Tests removed and replaced with reference to MGN503 to retain the required information in one place only.	Having a single place to access information on tests removes risk of inconsistencies developing and ensures all parties are working with the same information.
3.6	3.6	Fishing Vessel fishing methods are now included in sections relating to requirements for that Category rather than separately.	Improves clarity and ensures applicable requirements by Fishing method are located together.
N/A	Annexes 5a, 5b, 6a, 6b, 7a and 7b	Annexes removed. Chapter 3 now refers to MGN503 as single source for info on conducting tests and forms to record the tests.	Having a single place to access information on tests removes risk of inconsistencies developing and ensures all parties are working with the same information.
4.1.1	4.2.1	Amended as original text required more than regulations	Removes requirement that was in excess of Regulations and simplifies text, referring to existing Regulations. If Regs then change, there is no requirement to amend Code
N/A	Various	Requirements that also appear in MGN628 and previous Construction standards have been removed. (in current Code these are 4.3.3, 4.6.2, 4.6.4, 4.8.1.5, 4.8.1.9, 4.8.1.10 (second sentence), 4.8.1.12, 4.9.1.4	These requirements are not required in the Code. The vessel would have been constructed to the Construction Standard and therefore by referring to maintaining the vessel to that Standard, it means further reference is unnecessary and creates confusion.
4.7	4.7	Section on Refrigeration Plant now moves text to Annex 9 and just includes reference to Annex 9	Removes text, as only those to which this applies will wish to reference information, simplifying the Code as a document for others.



Marine
Management
Organisation

NW Quota Presentation

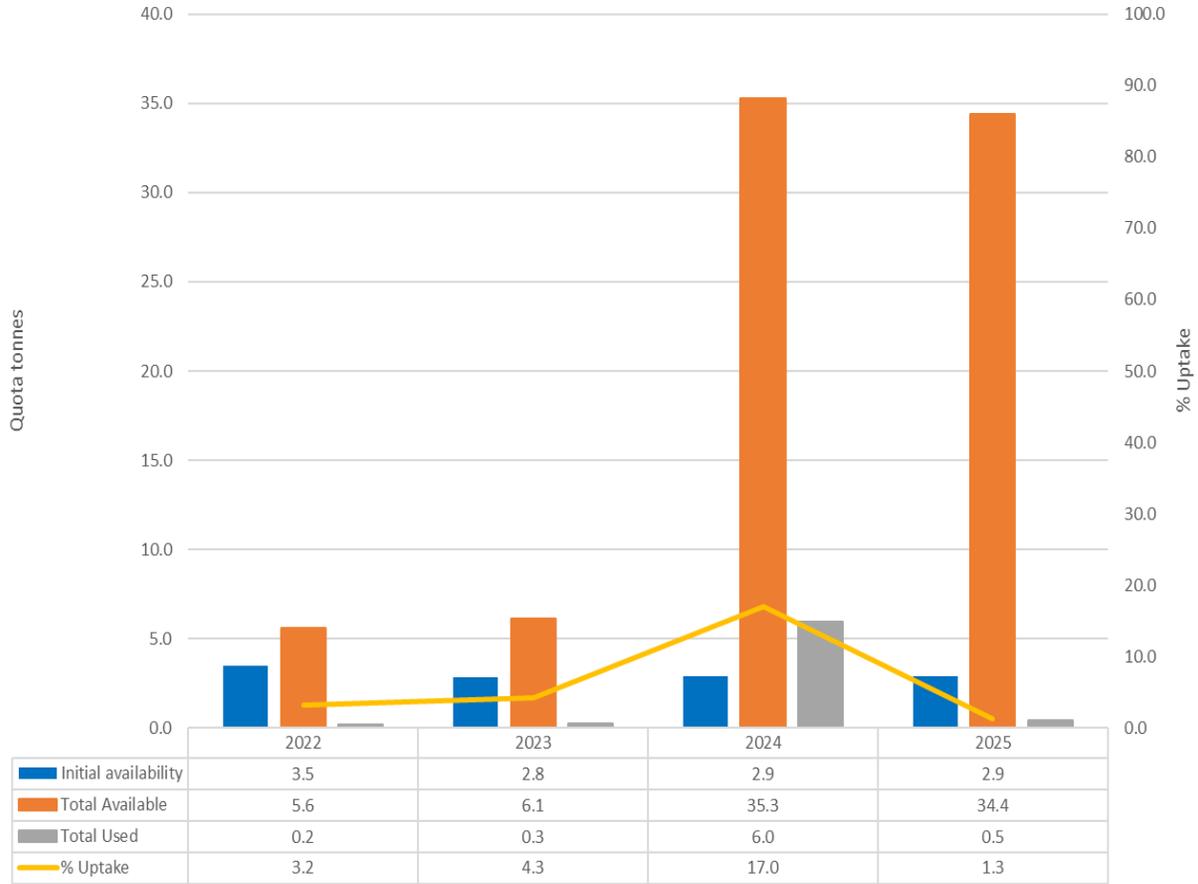
Katie James
Jacob Bestwick

...ambitious for our seas and coasts



Cod 7a

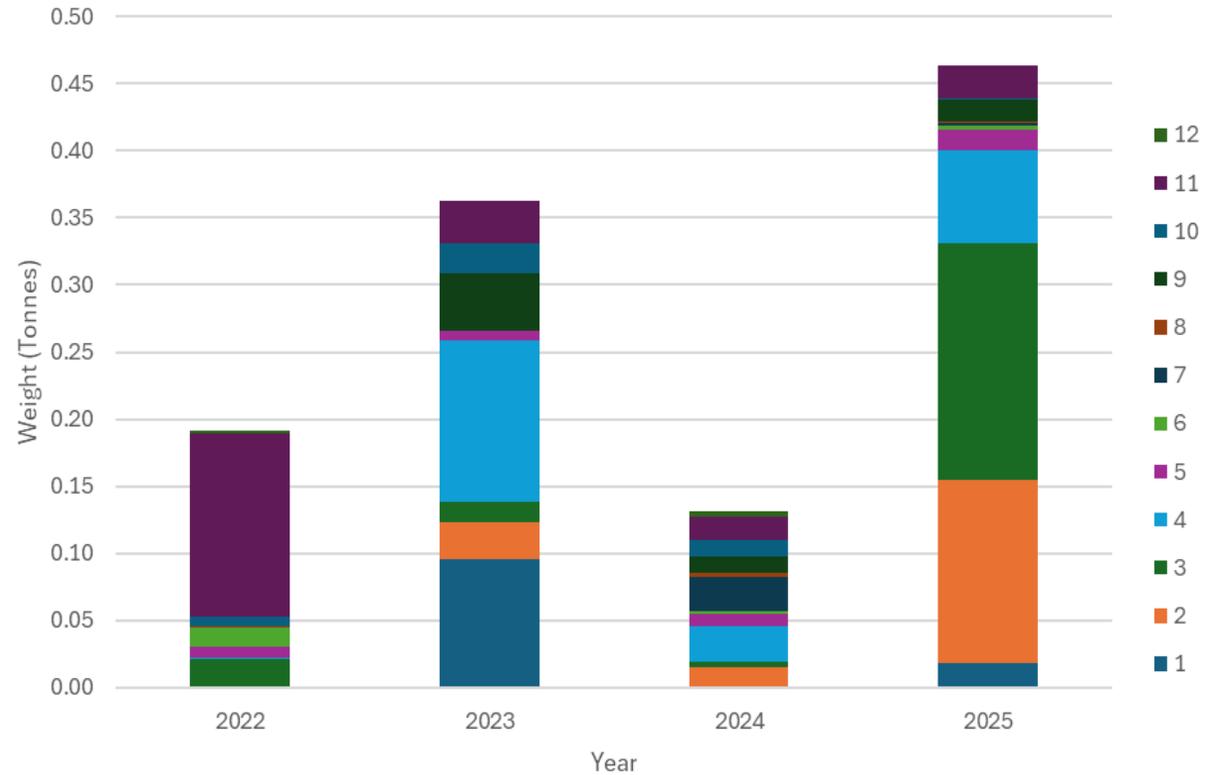
Cod - Area VIIa - Under 10 - Available quota and total uptake



Change for 2026 = 0t Catch advice

...ambitious for our seas and coasts

Monthly Uptake by year - COD7A - U10m



U10:

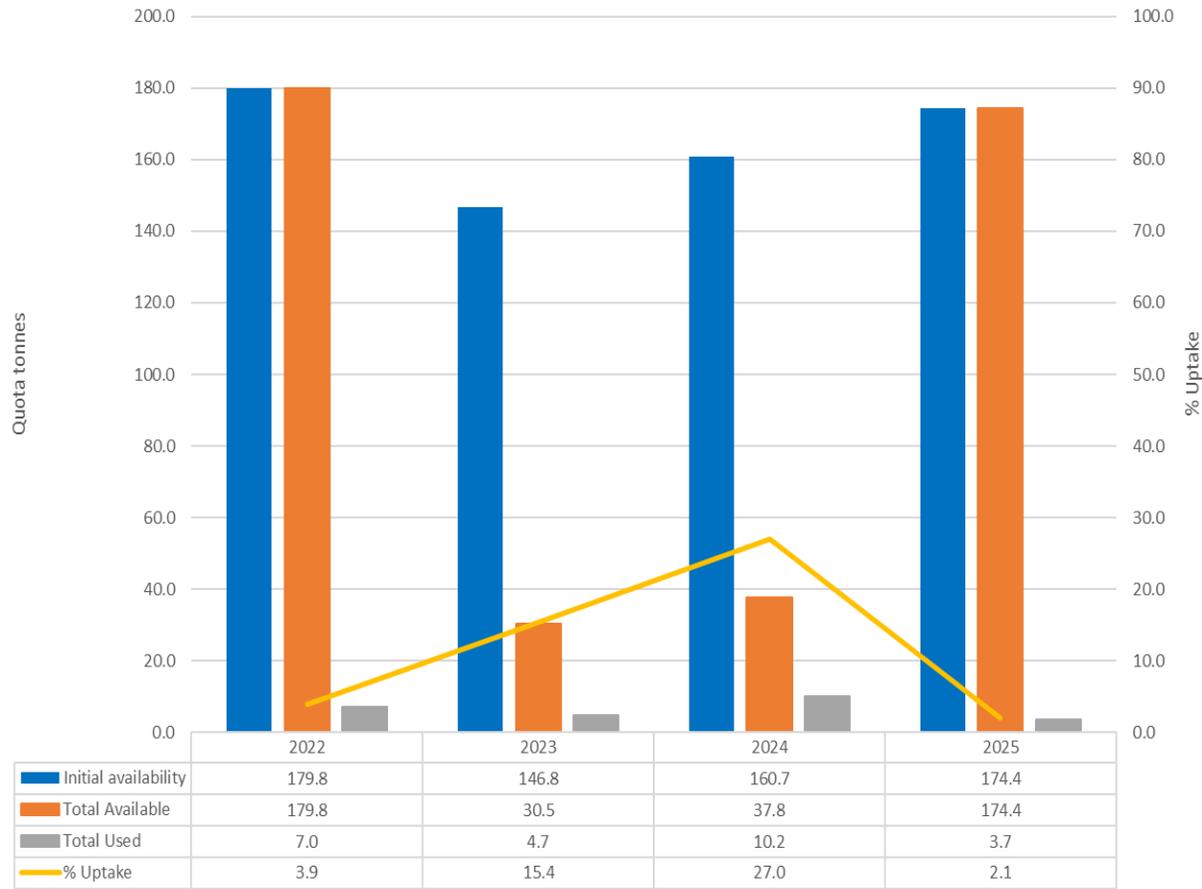
Allocation = 34.4t
 Catch limit = 2t Quarterly
 By-Catch
 Current uptake = 0.46t

O10:

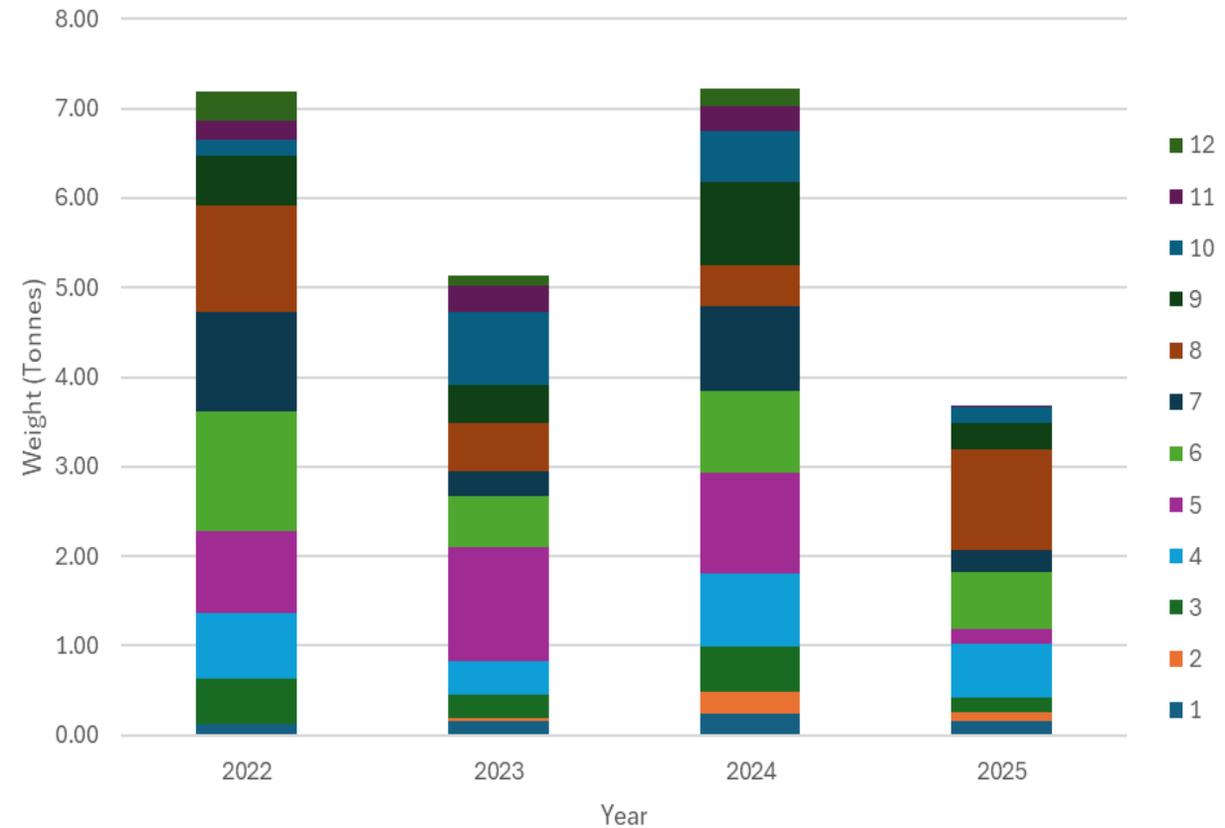
Allocation = 0.1t
 Catch limit = 300kg By-Catch
 Quarterly
 Current uptake = 0.07t

Plaice 7a

Plaice - Area VIIa - Under 10 - Available quota and total uptake



Monthly Uptake by year - PLA7A - U10m



Change from 2025 to 2026 = **-59%**

...ambitious for our seas and coasts

U10:

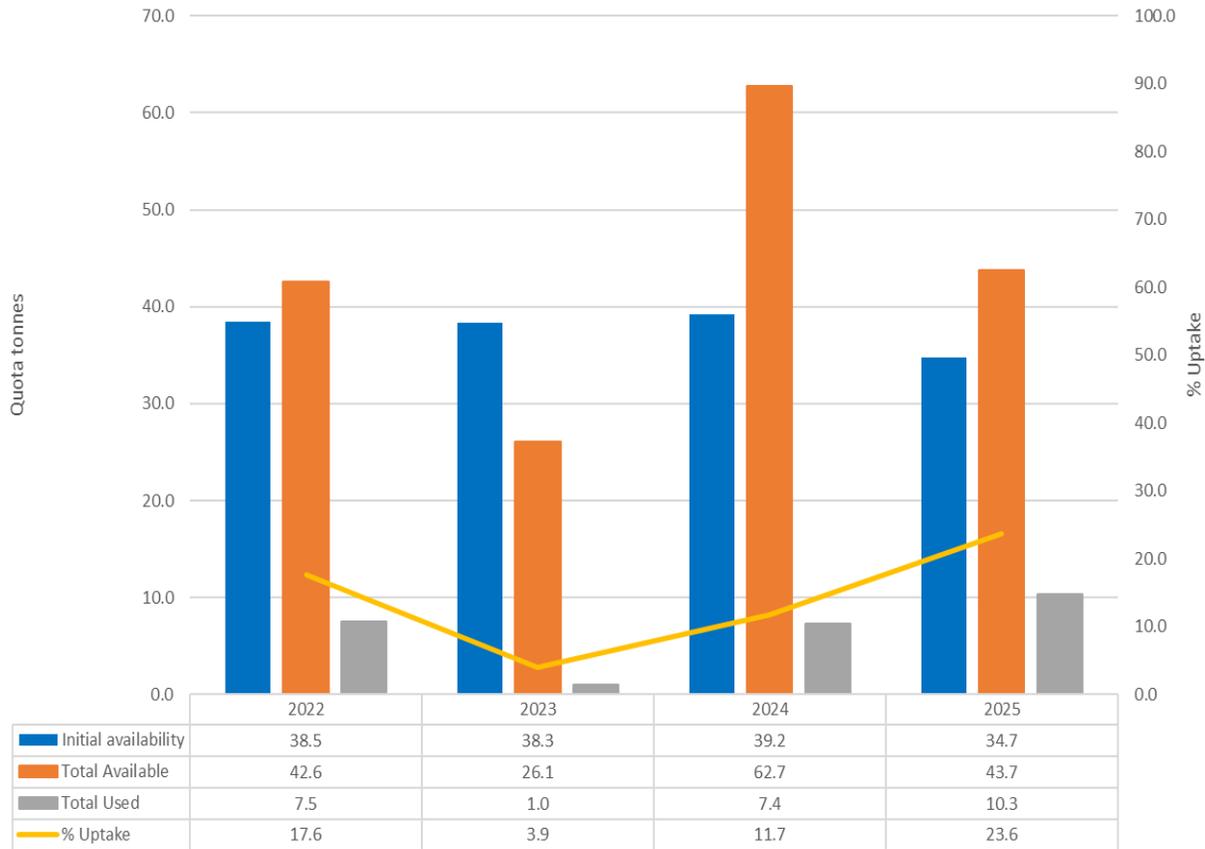
Allocation = 174.4t
 Catch limit = 8t
 Current uptake = 3.67t

O10:

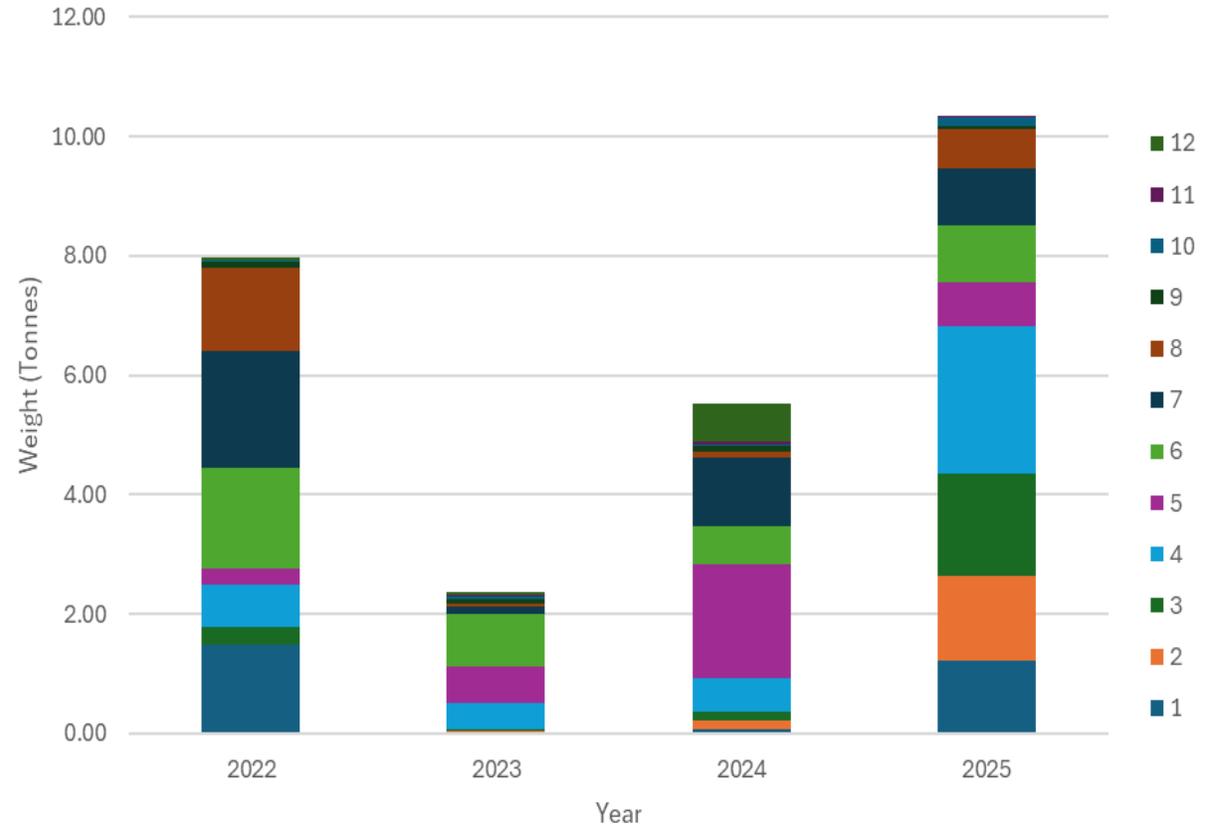
Allocation = 7.0t
 Catch limit = 3t
 Current uptake = 0.22t

Nephrops 7

Nephrops - Area VII (quarterly catch limits) - Under 10 - Available quota and total uptake



Monthly Uptake by year - NEP7 - U10m



Change from 2025 to 2026 = **-21%**

...ambitious for our seas and coasts

U10:

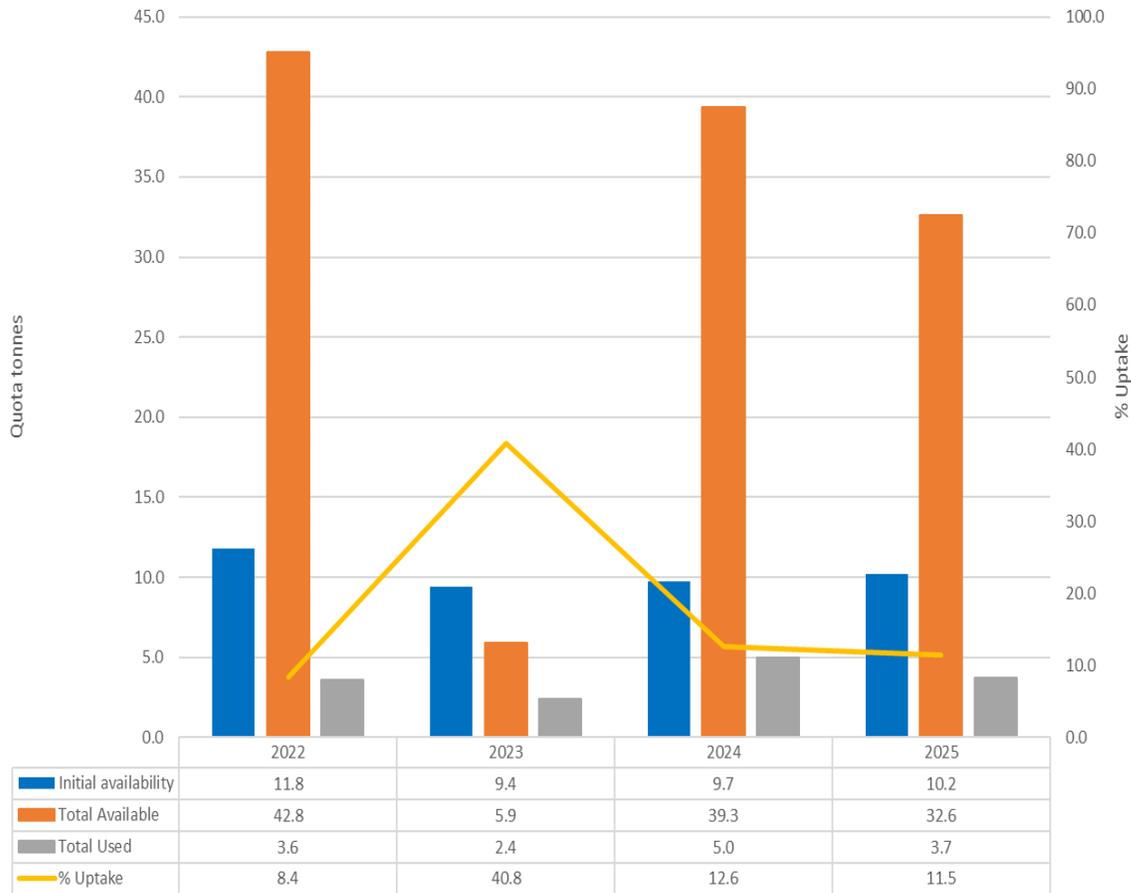
Allocation = 43.7t
 Catch limit = 8t quarterly
 Current uptake = 10.34t

O10:

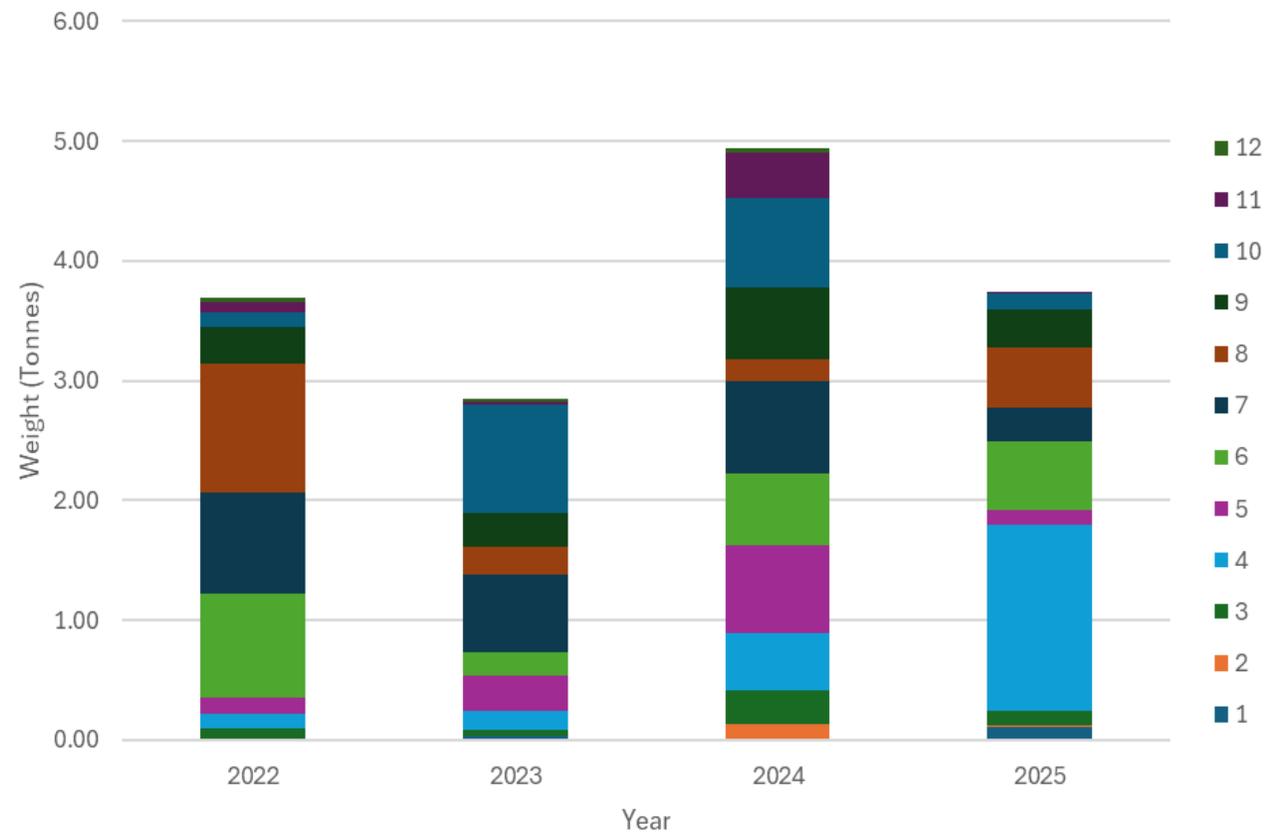
Allocation = 11.8t
 Catch limit = 20t Quarterly
 Current uptake = 10.82t

Sole 7a

Sole - Area VIIa - Under 10 - Available quota and total uptake



Monthly Uptake by year - SOL7A - U10m



Change from 2025 to 2026 = **-11%**

...ambitious for our seas and coasts

U10:

Allocation = 32.6t

Catch limit = 2t

Current uptake = 3.74t

O10:

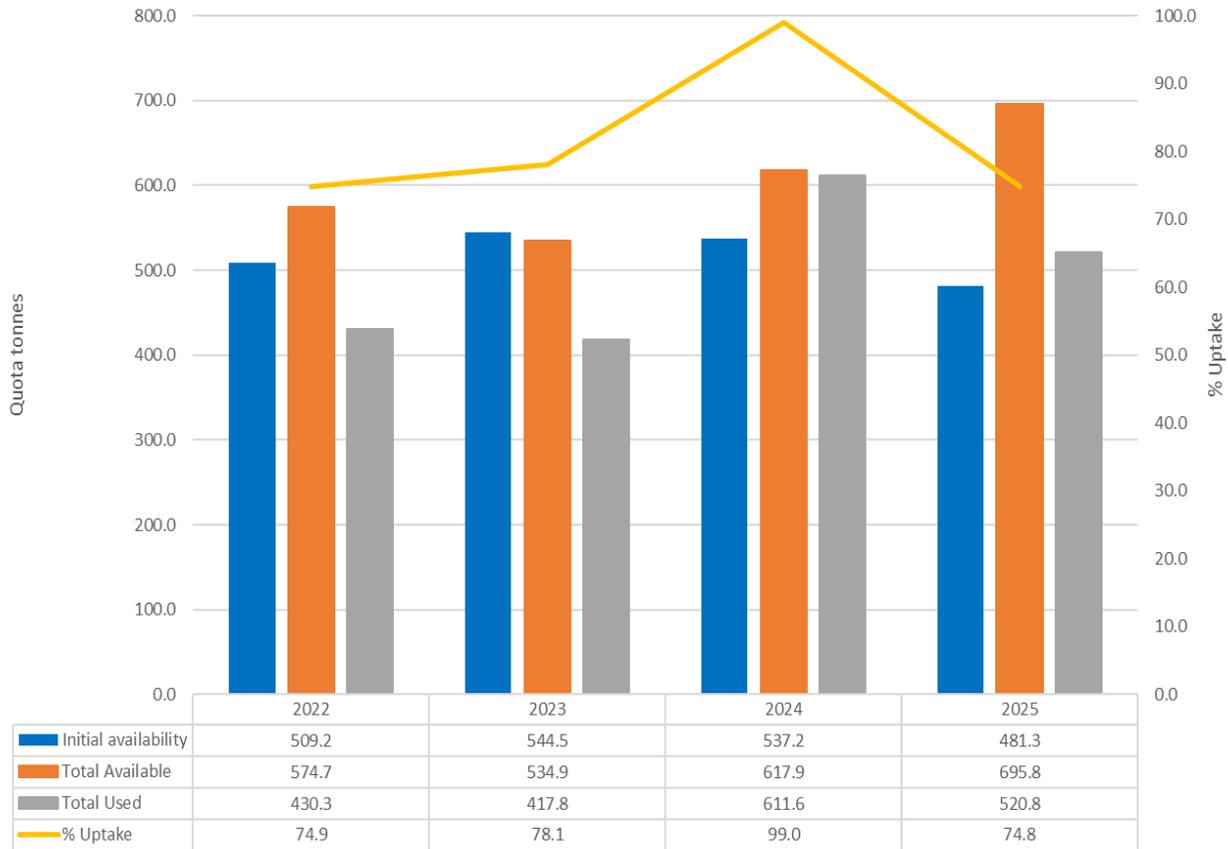
Allocation = 0.8t

Catch limit = 1t

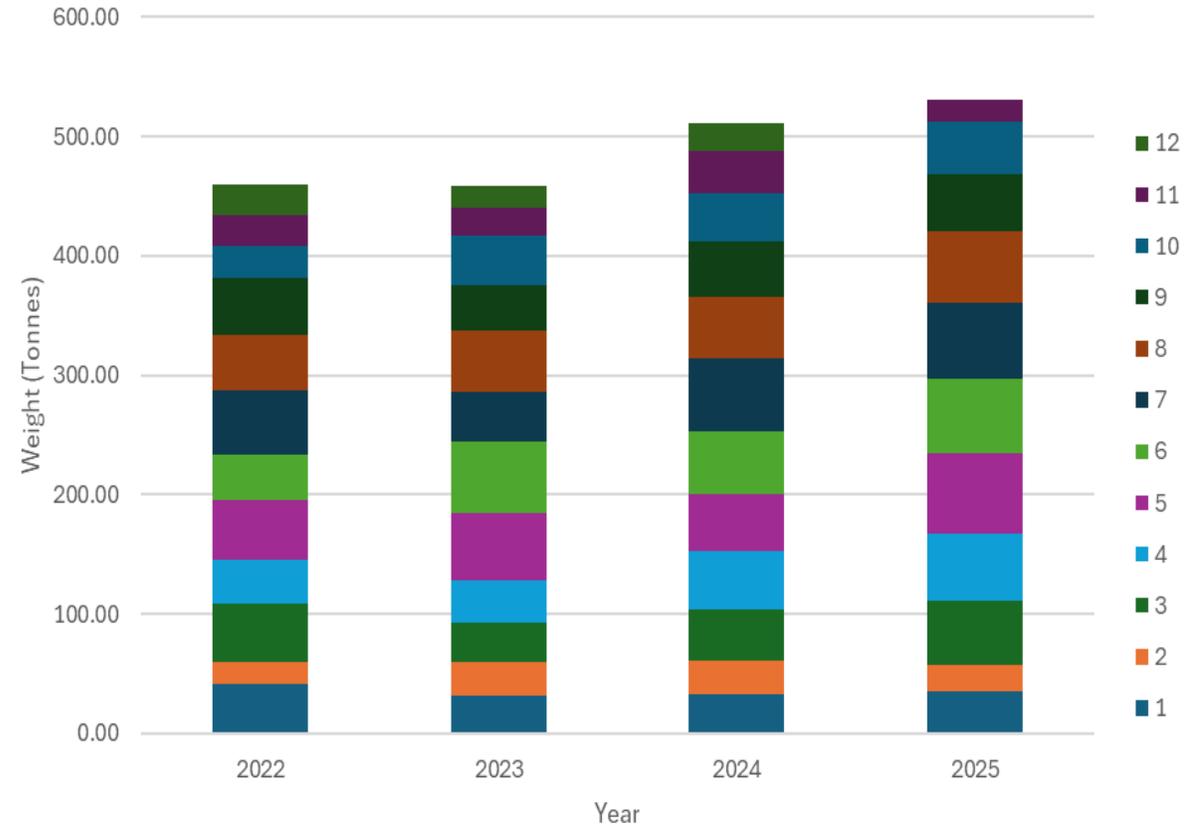
Current uptake = 0t

Skates and Rays 6 and 7 excluding 7d

Skates and rays - Areas VI and VII (excluding VIIId) - Under 10 - Available quota and total uptake



Monthly Uptake by year - SRX6/7xD - U10m



Change from 2025 to 2026 = **-1%**

...ambitious for our seas and coasts

U10:

Allocation = 695.8t

Catch limit = 10t

Current uptake = 530.82t

O10:

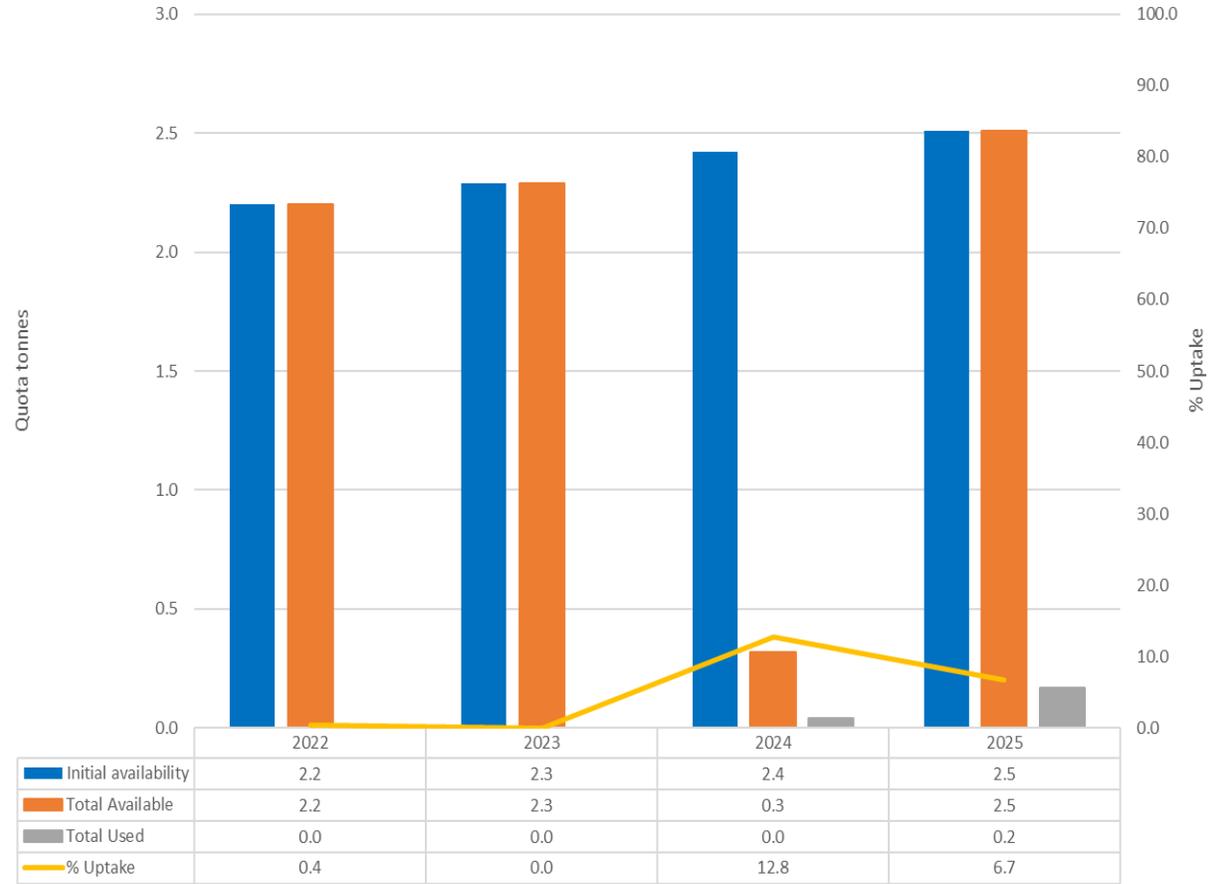
Allocation = 131.5t

Catch limit = 10t

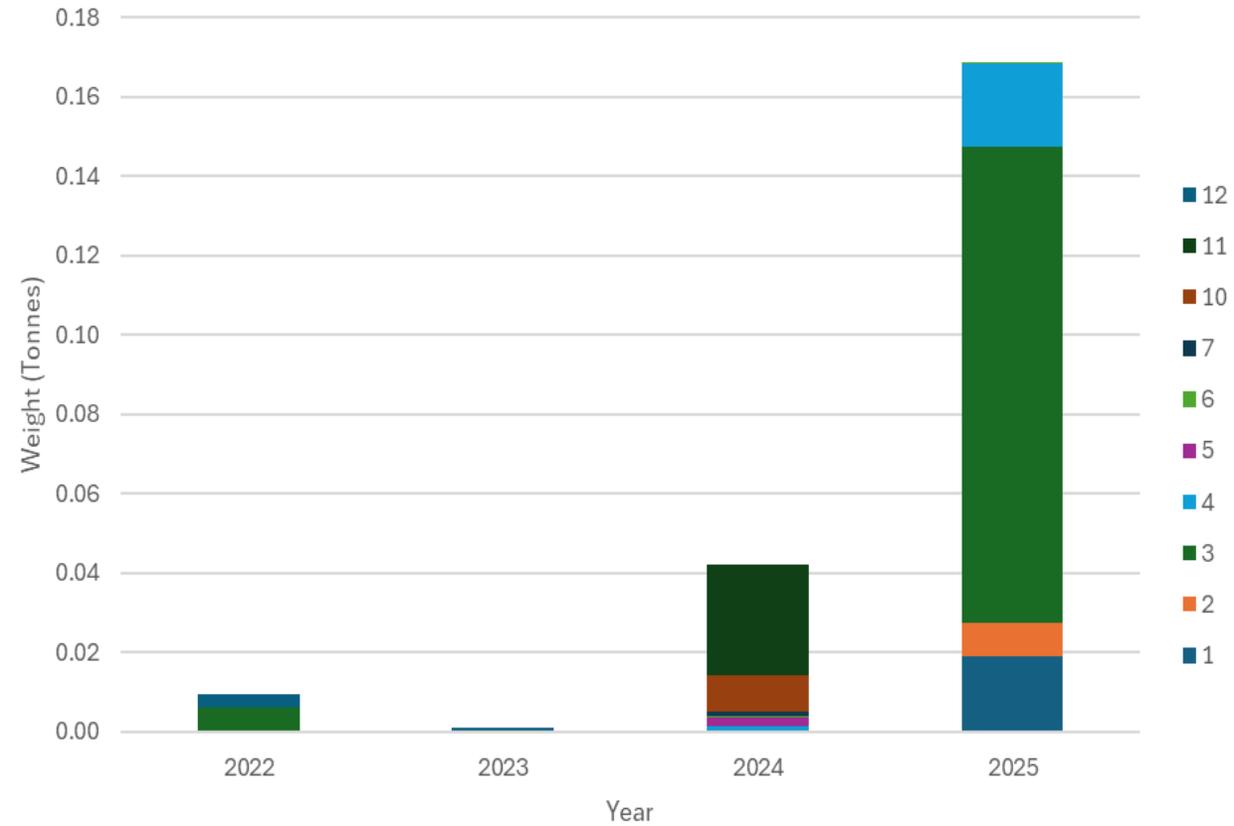
Current uptake = 137.50t

Whiting 7a

Whiting - Area VIIa - Under 10 - Available quota and total uptake



Monthly Uptake by year - WHI7A - U10m



Change from 2025 to 2026 = **-72%**

...ambitious for our seas and coasts

U10:

Allocation = 2.5t
 Catch limit = 100kg By-Catch
 Current uptake = 0.17t

O10:

Allocation = 1t
 Catch limit = 50kg By-Catch
 Current uptake = 0t



Marine
Management
Organisation

Please remember you can get in touch with me regarding catch limits – Email, Text or Call....

Katie James: 07747638655

Jacob Bestwick: 07469443840

inshorequotamanager@marinemanagement.org.uk

...ambitious for our seas and coasts





Marine
Management
Organisation

Useful Links

Uptake Statistics

<https://www.gov.uk/government/statistical-data-sets/quota-use-statistics>

Catch limits

Under-10m <https://www.gov.uk/government/publications/current-catch-limits-10-metres-and-under-pool>

Over-10m <https://www.gov.uk/government/publications/current-catch-limits-over-10-metre-non-sector-pool>

Trading

<https://www.gov.uk/government/publications/fishing-quota-trading-and-swaps>

Catch limit Review (front page of MMO website during last 7-10 days of each month)

<https://www.gov.uk/government/organisations/marine-management-organisation>

...ambitious for our seas and coasts

