


**QUESTIONNAIRE to be used for biennial reporting
on the application of the IUU Regulation**

Reporting period 2018-2019 (deadline for submission 30 April 2020)

Member State:	United Kingdom
Organisation:	Marine Management Organisation
Date:	30 th April 2020
Name, position and contact details of responsible official:	

May the Commission provide a copy of this questionnaire to other Member States?	
Yes:	Yes
Yes except for questions (list):	
No:	

Please check if your notified authorities under the IUU Regulation correspond with the latest version of the Official Journal:

[https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52019XC0215\(01\)](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52019XC0215(01))

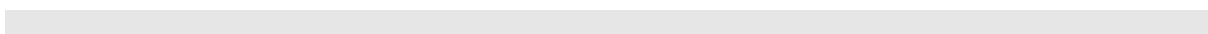
Article 15.2 (exportation of catches): Marine Management Organisation, Marine Scotland, UK Fisheries Monitoring Centre (UKFMC)

Article 17.8 (verification of catch certificates): Marine Management Organisation, Marine Scotland, Department for Agriculture, Environment and Rural Affairs and UK Port Health Authorities

Article 21.3 (re-exportation): Marine Management Organisation

Please state your notified authorities under the IUU Regulation in accordance with:

Article 39.4 (nationals): Marine Management Organisation



Section 1. Information on legal framework¹

Since the last reporting exercise covering the period 2016-2017, has your country adopted/modified national law or any administrative guides for the application of Council Regulation (EC) No 1005/2008 on illegal, unreported and unregulated fishing (IUU Regulation)?

Yes No

If yes, please detail and provide copies or provide link to the official national database

New legislation in Northern Ireland, The Sea Fishing Order of 2018 (NI Statutory Rule SR 2018 No. 106) brings domestic legislation in line with other devolved administrations.

<http://www.legislation.gov.uk/search?title=&year=2018&number=106&type=nisr>

Section 2. Information on administrative organisation²

2.1. Are there any changes as regards your administrative organisation since the last reporting exercise?

Yes No

2.2. *If yes, please fill in the following questions.* Does your country have different authorities/services to deal with the implementation of the IUU Regulation?

N/a

2.3. If different authorities/services are involved, please distinguish between:

- the control of direct landings of third country fishing vessels;

The **MMO** is responsible for the verification of import catch certificates accompanying third country fishing vessel landings into England whereas landings into Scotland are administered by Marine Scotland. Prior to providing the necessary IUU import clearance to Customs, an inspection may be carried out on a risk managed basis. The **Port State Control** inspection functions are carried out either by warranted officers in the MMO IUU team or coastal officers working for other UK administrations at any UK IUU designated port. Imports will not be cleared until the inspectors are satisfied and they have liaised with the IUU Catch Certificate Centre that all is well. Wales and Northern Ireland do not receive any direct third country landings.

- validation of catch certificates upon exports;

The Marine Management Organisation (MMO) IUU Team run the UK Catch Certificate Centre and validate applications for catch certificates for exportation. The MMO will process the application validating catches made by English and Welsh vessels and refer to Marine Scotland (MS) for Scottish vessels and to the Department of Agriculture, Environment and Rural Affairs (DAERA) for vessel flagged to Northern Ireland to check the compliance of their vessels on each application. The UK catch certificate is validated by the MMO (and only if the vessel trips are compliant once a response has been received). Marine Scotland and the MMO verify and validate their respective flagged vessels that land direct into a third country. However Marine Scotland do verify and validate applications for English flagged vessels out of hours and at weekends.

¹ This section 1 is to be filled-in by all Member States i.e. coastal and landlocked Member State.

² This section 2 is to be filled-in by all Member States i.e. coastal and landlocked Member State.

- verification of catch certificates for imports under direct landing;

There are direct landings at Scottish and English ports. These are checked and validated by the authority that administers that port.

- verification of catch certificates for imports arriving by other means than fishing vessels (e.g. by containers, trucks);

Third country catch certificates that accompany imports of fishery products via containerised freight, air or trucks are checked and verified by UK Port Health Authorities. There are 17 within the UK that implement the IUU Regulation at the UK border.

- validation and verifications of re-exports.

The MMO have dealt with all re exports since the IUU Regulation came into force.

- a) vertical co-operation (between local/regional authorities and head-quarter);

The UK has three functional administrations for the implementation of the IUU Regulations; England and Wales, Scotland, and Northern Ireland. Defra and Marine Scotland lead on policy which the MMO and UK Fisheries Monitoring Centre (UKFMC) in Scotland implement on their behalf. The regional bodies (PHA) implement controls in their geographical region.

Marine Scotland processes Catch Certification for all UK vessels landing directly into Third Countries with the exception of English administered vessels. With respect to the latter however, Marine Scotland provide out of normal working hours emergency cover, in terms of processing IUU documentation for English administered vessels.

- b) co-operation with other authorities and allocation of tasks for various authorities in the implementation of the IUU Regulation (Fisheries, Health, Customs, Coast Guard, Navy, etc.);

Cooperation, coordination & allocation

Enforcement responsibility at the border is allocated to Port Health Authorities, inshore fisheries & conservation authorities (IFCAs), and the MMO/Marine Scotland & DAERA. Working in parallel with the UK Customs, these bodies all form part of the UK's delivery partnership. From time to time this partnership involves Trading Standards officers and the National Food Crime Unit of the UK, Food Standards Agency.

Roles, responsibilities and powers

These are set out in **The Sea Fishing Order of 2009 (IUU order No 3391)** for England and Wales, **The Sea Fishing (IUU Fishing) (Scotland) Order 2013** and **The Sea Fishing Order of 2018 (NI Statutory Rule SR 2018 No. 106)** for Northern Ireland.

To date, the UK Crown Dependencies (Isle of Man, and Bailiwicks of Jersey and Guernsey) are part of the EU customs union and IUU functions are administered on their behalf by the MMO IUU team. UK Overseas Territories are regarded as third countries.

The MMO Illegal Unreported Unregulated (IUU) Fishing Team

The team is sub divided into the UK Catch Certificate Centre (UKIUUCCC) and the MMO UK Single Liaison Office (UKIUUSLO).

Port State Control: Marine Scotland

The UK Fisheries Monitoring Centre (UKFMC) is based with Marine Scotland in Edinburgh and deal with direct landings of third Country vessels. The UKFMC receive all third country fishing vessel notifications and allocate them to the appropriate administration.

Imports: Validation of UK freight imports: Port Health Authorities Enforcement Officers

At the UK border Port Health officers are responsible for the administration of veterinary and health controls for food imports from third countries and for the validation of certification for consignments notified for import.

The Customs Authorities are responsible for ensuring that consignments within the scope of the Regulation are not cleared for import until the results of the verification have been confirmed and provide IUU release forms to our Customs authorities to allow the goods to be imported. Documentary and physical inspections of all IUU containerised or air freighted imports are carried out (for third country imports excluding fish from a European Economic Area (EEA) or a European Free Trade Association (EFTA) country), to ensure that the documentation is valid and relates to the consignment presented. More in-depth documentary checks are carried out on a risk basis.

Fish from EEA or EFTA countries are not routinely subject to physical inspections (as veterinary controls are not required) however, catch certificates are subject to verification.

The Port Health Office is the first point of contact for the submission of IUU documents (catch certificates, article 14(1) and 14(2) documents). Port Health Authorities are empowered under the national legislation to enforce the IUU regulation and specific powers are in place to reject consignments, and controlling the movements of consignments under detention at the border.

Port Health officers carry out informal verifications with importers/exporters where necessary, and will refer more complex queries or Article 17(6) verifications to the UK Single Liaison Office. These are then dealt with by the MMO IUU Team.

Exports: Validation of UK freight exports

The **UK Catch Certificate Centre** is responsible for the validation of **all** UK catch certificates for catches exported as freight to third countries. Compliance checks are conducted on all UK catch certificate applications. The responsibility for these checks lies with the administration where the vessel is registered. Therefore the MMO check English flagged vessels, Marine Scotland check Scottish flagged vessels and DAERA for those flagged to Northern Ireland. The UK will only validate catch certificates for exports destined to the eight countries where notification has been agreed or to those countries who process products which will be returned to the EU for consumption.

Exports: Validation of UK landings into third countries

The MMO and Marine Scotland conduct compliance checks on their own respective flagged vessels. The only exception to this is that Marine Scotland conduct checks on English and Northern Ireland flagged vessels out of hours and at weekends via the UK Fisheries Monitoring Centre (UKFMC)

Mutual Assistance

The **UK Single Liaison Office (SLO)** is the first point of contact for official IUU communications with the Commission, other Member State SLOs, other third country enforcement authorities and stakeholders in respect of verifications, investigations, Mutual Administrative and Legal Assistance and general queries. The SLO is also used for communications with other UK departments, external agencies and international organisations. The SLO is responsible for informing Port Health officers and MMO regional offices of any serious issues with regards to compliance of third countries and their vessels. Mutual Assistance Requests and other intelligence reports are communicated to Port Health officers in the form of UK Alerts. Port Health officers in turn communicate any import queries or risks regarding countries or importers to the SLO who then communicate concerns to the Commission and Other Member States SLOs. Marine Scotland administers their own Mutual Legal Assistance.

c) how many officials are involved in the implementation of the catch certification scheme?

For containerised freight there are 17 Port Health Authorities that implement the IUU Regulation at the UK border. Staff numbers at each port vary from 1 Port Health Officer at the low risk border points to 23 individuals at the Port of Felixstowe who deal with the most IUU document checks in the UK. The exact combined number is not known.

The MMO IUU Team consists of 8 staff members, of these there are 2 people who maintain the Catch Certificate Centre for applications for UK catch certificates for export and third country catch certificates for direct landings into English and Welsh ports. There are 4 people responsible for the day to day business as usual of the Single Liaison Office, 1 project specific Subject Matter Expert and 1 Area Manager.

Marine Scotland have 9 people that deal with direct landings for third country vessels.

There are 2 people that are involved in the verification of UK catch certificate applications at the Department of Agriculture, Environment and Rural Affairs (DAERA) for vessels flagged to Northern Ireland.

d) Do the authorities of your country have the possibility to audit/verify a company for the purposes laid down in the IUU Regulation?

Yes

No

If yes, which and how many audits/verifications have they undertaken since the last reporting exercise covering the period 2016-2017? Which authorities are responsible for audits/verifications? Please detail the results:

No audits during this period

2.4 Does your country have freezones/freeports³ in which activities relevant to importation/exportation/processing of fishery products are authorised?

Yes

No

³ https://ec.europa.eu/taxation_customs/business/customs-procedures/what-is-importation/free-zones_en

Section 3. Information on direct landings and transshipments of fishery products by third country fishing vessels⁴ (including information on port inspections and infringements)⁵

3.1. Please check if your list of designated ports correspond to the latest version of the Office Journal.

Yes

https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.C_.2019.276.01.0011.01.ENG

3.2. Does your country have designated ports for direct landings or transshipment operations of fishery products and port services of third country fishing vessels (Article 5 of the IUU Regulation⁶)?

Yes

No

If yes, please list your country's designated ports (including ports designated under Regional Fisheries Management Organisations requirements) and answer to questions 3.2. to 3.7.:

There are 20 designated ports. They are:

Aberdeen
Dundee
Falmouth
Fraserburgh
Grangemouth
Greenock
Grimsby
Hull
Immingham
Invergordon
Kinlochbervie
Leith
Lerwick
Lochinver
Methel
Peterhead
Plymouth
Scrabster
Stornoway
Ullapool

⁴ Fishing vessels as defined in article 2.5 of the IUU Regulation

⁵ This section 3 refers to Chapter II (Articles 4 to 11) of the IUU Regulation and is applicable to coastal Member States. Landlocked Member States should not fill in this section.

⁶ Please note that ports designated under Regional Fisheries Management Organisations must also be designated under the IUU Regulation with restrictions if necessary (species etc.)

3.3. How many landings and transhipments in designated ports of third country vessels have been recorded by your country between 1 January 2018 until 31 December 2019? How many inspections has your country carried out and how many infringements have been detected?

Please fill-in the table below (2018):

Type of operation	Vessels	Figures (2018)	NOR	Total
Landings	Non-EU vessels using MS designated ports	Number of landings	228	228
		Number of inspections	88	88
		% of inspections / landings	52.3%	52.3%
		Number of infringements	4	4
Transhipments	Non-EU vessels using MS designated ports	Number of transhipments in ports	0	0
		Number of inspections	0	0
		% of inspections / transhipments	0	0
		Number of infringements	0	0

Please fill-in the table below (2019):

Type of operation	Vessels	Figures (2019)	NOR	Total
Landings	Non-EU vessels using MS designated ports	Number of landings	192	192
		Number of inspections	89	89
		% of inspections / landings	64%	64%
		Number of infringements	13	13
Transhipments	Non-EU vessels using MS designated ports	Number of transhipments in ports	0	0
		Number of inspections	0	0
		% of inspections / transhipments	0	0
		Number of infringements	0	0

3.4. From the figures above, in the cases where your country detected infringements by third country vessels between 1 January 2018 and 31 December 2019, please specify the flag, the vessel's name, the type of infringement and the measures taken (Article 11 of the IUU Regulation).

Please fill-in the table below (2018):

Flag of the third country vessel⁷	Name of the third country fishing vessel	Type of infringements	Measures taken
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Still Pending Outcome
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Written Warning Issued
NOR	[REDACTED]	CAT2 CATCH - OTHER OFFENCES (INC. QUOTA REG. BY-CATCH OFFENCES)	Written Warning Issued
NOR	[REDACTED]	FAILURE TO PROVIDE CERTIFICATION DOCUMENTATION	Written Warning Issued

Please fill-in the table below (2019):

Flag of the third country vessel⁸	Name of the third country fishing vessel	Type of infringements	Measures taken
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO GIVE PRIOR NOTIFICATION OF ARRIVAL INTO PORT	Verbal Rebrief Given
NOR	[REDACTED]	ECCX - Cat2 - Other offences (Including by catch offence.)	Verbal Rebrief Given
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued

⁷ ISO Alpha-2 country codes.

⁸ ISO Alpha-2 country codes.

NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued
NOR	[REDACTED]	CAT6 INCORRECT / FAILURE TO RECORD SPECIES - LOG BOOK (INCLUDING 10% MOT)	Advisory Letter Issued

3.5. Has your country had any problems with third country fishing vessels when implementing Articles 6 (prior notice) and 7 (authorisation) of the IUU Regulation?

Yes

No

If yes, please detail the nature of the problems and the measures taken:

In 2018: Minor but numerous administrative errors in terms of accuracy of completion of Catch Certification documents (specific Norwegian vessels) identified through the verification processes undertaken resulting in documentation having to be resubmitted prior to vessels entering port.

In 2019: Failure on part of the master of the Norwegian vessel [REDACTED] to provide appropriate prior notice of arrival (4 hours) into port of Lerwick. However vessel was in with an injured crew member (force majeure) and master was given verbal warning.

In addition, minor administrative errors in terms of Catch Certification continued - issues were addressed with vessel representatives and the Norwegian Authorities.

3.6. Since January 2018, has your country denied access to its ports to a fishing vessel for port services, activities of landing or transshipment of fishery products based on the conditions of the IUU Regulation?

Yes No

If yes, please detail the nature of the problem, the number of vessels concerned and their flags:

In 2018: *N/a*

In 2019: *N/a*

3.7. Do you have third country fishing vessel landings in transit in your country with final destination in another Member State? [Article 19.3 of the IUU Regulation]

Yes No

If yes, please indicate the number of landings in transit per year:

In 2018: *N/a*

In 2019: *N/a*

3.8. In order to determine the cases for port inspection, does your country use risk assessment criteria [cf. benchmarks for port inspections, Article 4 of Regulation (EC) No1010/2009]?

Yes No

Not applicable (e.g. in the absence of landings/transshipments from third countries)

If yes, please detail:

The UK already carries out risk based inspections of fishing vessels under NEAFC and NAFO Port State Control measures as well as other CFP port state control regimes (pelagic landings). The IUU regulation has extended the definition of fishing vessel and now includes side port vessels built specifically for the Norway to EU liner trade carrying palletised frozen fish products and unloaded through the side of the vessel by forklifts. The inspection of these side port vessels is carried out using risk based analysis which makes use of the benchmarks laid out in EC Regulation 1010/2009 as well as other risk criteria based on a grouping of the benchmarks into six categories (Species, Country, Trade, Business, Documents and Vessels). However for most of these reefer landings the risk is deemed low as they contain fishery products sourced predominantly from Norwegian flagged vessels. This risk will heighten if there are fish sourced from Russian flagged vessels on board.

Section 4. Information on catch certification scheme for importation for the purpose of the IUU Regulation⁹

4.1. How many catch certificates from non-EU countries were presented to the authorities of your country from 1 January 2018 until 31 December 2019? Please complete the following table by flag state validating the catch certificates, including in cases catch certificates are accompanied by processing statements.¹⁰

*please note, due to an IT error, the port of Heathrow airport were not able to extract and report figures for the latter eight months of 2019, therefore we have calculated the 2019 figures based on an average of the previous three years of import catch certificate per flag state and added these to the correct figures for all other ports.

Flag State (non-EU)¹¹	2018	2019
Argentina	107	160
Australia	3	5
Bangladesh	0	2
Belize	41	18
Brazil	83	0
Canada	1742	1630
Chile	66	80
China	1168	1118
Curacao	7	2
Ecuador	555	514
Egypt	11	9
El Salvador	139	80
Faroe Islands	908	1109
Ghana	353	231
Greenland	197	67
Guatemala	4	0
Iceland	4507	3890
India	1264	1300
Indonesia	2699	2228
Ivory Coast	50	8
Jamaica	7	3
Korea (Republic of)	115	147
Lithuania	106	92
Malaysia	17	5

⁹ Section to be filled-in by all Member States. Article 2.11 of the IUU Regulation – "*importation means the introduction of fishery products into the territory of the Union, including for transshipment purposes at ports in its territory*"

¹⁰ If catch certificates are submitted only for transshipment purposes, please specify.

¹¹ ISO Alpha-2 country codes.

Flag State (non-EU)¹¹	2018	2019
Maldives	834	1270
Mauritania	0	2
Mauritius	467	439
Mexico	213	135
Morocco	666	652
Mozambique	57	1
Myanmar	39	71
Namibia	6	0
Nicaragua	4	0
New Zealand	207	188
Nigeria	1	0
Norway	1196	817
Oman	179	112
Pakistan	1	7
Panama	209	165
Papua New Guinea	56	147
Peru	74	70
Philippines	1323	1600
Russia	2065	1865
Senegal	65	71
Seychelles	1564	1199
Singapore	0	1
Soloman Islands	73	30
South Africa	74	27
South Korea	3	7
Sri Lanka	1839	1744
Suriname	1	16
Taiwan	159	123
Thailand	1217	1161
Tristan de Cunha	0	2
Tunisia	8	10
Turkey	4	2
Ukraine	0	3
United States	1869	1523
Uruguay	10	14
Vietnam	91	381
Yemen	0	2

Flag State (non-EU)¹¹	2018	2019
Total	27,723	26,555

4.2. From the number above, how many recognised RFMO catch certificates accompanied imports into your country? *Please detail per RFMO certificate and year.*

RFMO document	2018	2019
ICCAT (electronic)-bluefin tuna catch document	12	11
Dissostichus spp. (CCAMLR)	0	0
ICCAT (electronic)-Swordfish	432	547
ICCAT (electronic)-Big eyed Tuna	79	123
Southern Blue Fin Tuna	0	0
WCPFC	5	0
Total	528	681

4.3. How many catch certificates from EU Member States were presented to the authorities of your country from 1 January 2018 until 31 December 2019?

*please note, due to an IT error, the port of Heathrow airport were not able to extract and report figures for the latter eight months of 2019, therefore we have calculated the 2019 figures based on an average of the previous three years of import catch certificate per flag state and added these to the correct figures for all other ports.

** there may be a small number of additional catch certificates for Republic of Ireland from Belfast BIP, but we are unable to obtain the figures from Belfast in the current UK (Covid-19) lockdown

Flag State (EU)	2018	2019
Denmark	69	41
Estonia	271	183
France	2984	2005
Germany	19	9
Italy	163	108
Latvia	0	17
Netherlands	26	47
Poland	0	4
Portugal	14	0
Republic of Ireland	16	5
Spain	3349	1960
United Kingdom	107	34
Total	7018	4413

4.4. From the number above, how many recognised RFMO catch certificates from EU Member States accompanied imports into your country? *Please detail per RFMO certificate and year.*

RFMO document	2018	2019
Total	0	0

4.5. Has your country received processing statements from 1 January 2018 until 31 December 2019?

Yes *No*

If yes, how many processing statements under Article 14.2 accompanied imports into your country? If possible, please provide details per year and per processing country.

*please note, due to an IT error, the port of Heathrow airport were not able to extract and report figures for the latter eight months of 2019. Due to the low numbers and the irregularity of processing statements received into Heathrow we have not included the Heathrow BIP numbers in the below.

We have been unable to receive Processing statement figures from Belfast BIP due to the current UK (Covid-19) lockdown, however numbers are very small and will not affect the overall picture

Processing non-EU State¹²	2018	2019
Bangladesh	0	1
Canada	60	12
Chile	15	41
China	2318	1631
Denmark	0	14
Ecuador	280	326
El Salvador	0	3
France	0	2
Ghana	176	117
Greenland	0	5
Guatemala	0	1
Iceland	369	323
India	16	16
Indonesia	99	90
Ivory Coast	29	7
Korea Republic of	42	86

¹² ISO Alpha-2 country codes.

Processing non-EU State¹²	2018	2019
Madagascar	1	5
Malaysia	141	166
Maldives	3	1
Mauritius	238	225
Morocco	1	3
Myanmar	1	4
Namibia	6	0
New Zealand	4	4
Norway	93	102
Pakistan	0	4
Panama	0	1
Papua New Guinea	86	130
Peru	15	45
Philippines	128	85
Russia	38	79
Seychelles	220	133
Singapore	21	4
Spain	0	4
Sri Lanka	2	2
Suriname	0	1
Taiwan	62	57
Thailand	659	538
Turkey	0	2
United Kingdom	0	18
USA	65	70
Vietnam	241	183
Total	5429	4541

4.6. Please indicate if the information in processing statements referring to the corresponding catch certificates is retained and recorded:

Yes *No*

Not applicable (e.g. in the absence of processing statements received from non-EU countries in 2018-2019)

Where applicable, all documentation is stored electronically and retained for a minimum of three years as detailed in our obligations under Article 22 (4) however, the General Data protection Regulation (GDPR) was implemented in 2018 meaning we adhere to both sets of rules including Article 37 of Regulation 1010/2009 on the protection of personal documents and security.

There are not any national requirements to record this information. Individual port health offices do not currently record the weight used from each certificate as set out on the processing statement. The full weight of the consignment exported is recorded.

Port data returns record each Annex IV processing statement, noting the consignment weight, the main 2 species and total number of contributing catch certificates, specifying the flag state and corresponding catch certificate numbers.

Port Health officers check and verify that the products and quantities on accompanying catch certificates are related to the Annex IV Processing statements. These are cross checked with other documents such as the health certificates and invoices.

4.7. Has your country received requests to authorise APEO¹³s in 2018-2019?

Yes No

The UK does not operate an APEO scheme

If yes, how many requests has your country received and how many APEOs have been authorised?

N/a

4.8. Has your country adopted administrative rules referring to the management and control of APEO in 2018-2019?

Yes No

Not applicable (e.g. absence of APEO request)

If yes, please detail:

The administrative rules will not have changed since the last report. Please refer to the text below:

The initial application will be sent to our Customs department who will assess the applicant's eligibility for APEO status (basic and full APEO) before referring the application to the UK IUU Team for verification of compliance with Common Fisheries Policy rules. The UK IUU Team will then assess the application against the requirements laid down in Art 16 (3) a-e of EC 1005/2008 and Art 10 to 14 of EC 1010/2010.

In the event there is a successful application the UK will develop a process to monitor and audit the management of records and risk assess security levels of successful APEOs premises. These would form part of a list of components for an APEO performance review.

4.9. Has your country validated re-export certificates for products imported from 1 January 2018 until 31 December 2019?

Yes No

If yes, how many re-export certificates? Please detail per year and, if possible, per destination country:

N/a

¹³ Approved Economic Operators – IUU Regulation, Article 16 and Implementing Regulation (EC) 1010/2009, Chapter II

4.10. Does your country monitor if the catches for which your country has validated a re-export certificate actually leave the EU?

Yes No

Not applicable (e.g. in the absence of validation of re-export certificates in 2018-2019)

If yes, please detail:

.....

4.11. Has your country established any IT tools to monitor the catch certificates and processing statements accompanying imports?

Yes No

No bespoke IT systems were developed for the monitoring of catch certificates at a National level for the period 2018/2019.

The delivery of controls is carried out by existing authorities, the monitoring of imports and certification is carried out in conjunction with other official controls and details recorded on local border control systems. UK ports use a variety of internal systems for recording fishery imports.

The PHILIS System

The larger seaports of Felixstowe, Southampton and City of London (Tilbury, Thamesport and Gateway) all use the PHILIS information management system, which is able to log catch certificate numbers and details about the consignment.

The system has a feature that allows a catch document's history to be viewed so that any repeat use can be identified as well as any comments regarding previous imports.

All the certificates relating to the consignment can be seen in the history tool and carry a traffic light system. Green indicates that there were no issues with the consignment and amber indicates that there was an issue.

Expanding the tree allows all imports where the certificate is reference to be viewed along with any relevant comments. Comments can be made on a per certificate basis and can be viewed in any new consignment 'job record.'

At seaports, imports are monitored through the electronic manifest systems Destin8 and CNS, imports are screened to assess whether the products require a catch certificate. The import/consignment is then risk assessed against UK alerts/MA requests and local port health intelligence in respect of importers, trade pattern, species, etc (risk assessment tool box).

In Northern Ireland third country imports come into the Port of Belfast for containerised imports. A summary electronic spreadsheet of IUU imports is maintained, a checklist has been developed for reconciling catch certificates and processing statements.

The Customs Handling of Import and Export Freight (CHIEF) system carries out the final profiling for consignments. Customs tariff controls through document codes are in place to ensure that verifications have been carried out for products in scope for the Regulation. The Chief system controls the release onto the EU market. From the 1st May 2014 the outcome of IUU verifications for fishery products subject to veterinary examination is confirmed within box 42 of the CVED. This is rolled out UK wide via an electronic checking system - the Automatic Licence

Verification System (ALVS) which will automatically match the results of the CVED check and any IUU checks for imports.

The MMO are responsible for verification in respect of Re-exported consignments. Certificates and all supporting documentation are simply scanned and recorded electronically.

Direct third country fishing vessel landings

England

Details of the catch certificates and landing declaration for all imports directly landed by third country vessels are recorded onto an excel spreadsheet as a cumulative ongoing list. In addition an audit checklist is completed for each landing.

The spreadsheet records name of vessel, date of landing, processing statement reference, catch certificate document number, species, importer name, presentation of species, net weight, live weight, and transit goods.

Duplicate catch certificate document numbers are flagged. This regularly occurs for Russian catch certificates that accompany transit goods from Velsen; further checking is carried out to ensure that the weight of goods imported to date does not exceed the weight in the catch certificate.

Scotland

Scotland has developed a purpose built Access database for the inputting of all information contained on a catch certificate for a UK landing. The operators of the United Kingdom Fisheries Call Centre (UKFMC) are responsible for entering all information and processing the catch certificate. If it is necessary they will contact the sender of the certificate if incomplete information has been provided to ensure all required data has been collected.

All received documentation is forwarded to the port of landing to assist any inspections that take place and all documents are scanned and stored within a Scottish Government electronic recording and data management system.

An officer (British Sea Fisheries Officer) within the Marine Monitoring Centre is then responsible for checking over the final detail of the catch certificate, prior notification of landing and pre landing declaration before validating the catch certificate and authorising the vessel to land.

Scotland does not have any re-export trade, so there is no module for recording this information.

Wales

No designated ports for third country fishing vessels in Wales

Northern Ireland

No designated ports for third country fishing vessels in Northern Ireland.

If yes, does it include a module for re-exportation of imported catches?

Yes

No

4.12. Does your country implement the provisions regarding transit under Article 19.2 at the point of entry or the place of destination?

At the point of entry

At the place of destination

Not implemented

Yes, checks in accordance with Article 19.2 are carried out at the point of entry in the UK.

There are very few consignments that transit the UK as there are no road borders. There are occasional third country to third country transits by road between airports (Gatwick and Heathrow). There is no requirement for the catch certificate to be validated for these consignments as they are not for import. The control/monitoring of these consignments from a Customs perspective is managed by the New Computerised Transit System (NCTS).

Consignments transshipping within the UK are not required to be accompanied by a catch certificate. Checks on transshipments are carried out by port health officers at seaports by monitoring the electronic manifest control systems. Where transshipment is to another UK port the consignment will not be permitted to move there unless the port is authorised to complete catch certificate checks.

Section 5. Information on catch certification scheme for exportation¹⁴
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5.1. Has your country established a procedure for validation of catch certificates for exportation of catches from own vessels in accordance with Article 15?

Yes *No*

Not applicable (e.g. in the absence of validation of catch certificates for exportation in 2018-2019)

If yes, please explain briefly the established procedure and answer questions 5.2 to 5.5.

The UK Fisheries Monitoring Centre (UKFMC) validates export catch certificates where the UK fishing vessel is to land in a notified third country or a processing state. The UKFMC operators will check to ensure all applicable information has been received for a UK vessel landing into a third country before validation of the catch certificate is carried out. Validation checks include confirming and crosschecking electronic logbook data and that there have been no infringements detected.

The IUU Catch Certificate Centre team validates catch certificates for the exportation of catches from UK fishing vessels landing in the UK or the EU.

Applications are submitted to the Catch Certificate Centre and checks undertaken by the appropriate administration; Marine Management Organisation (MMO) for English and Welsh vessels; Marine Scotland (MS) for Scottish vessels and by Department of Agriculture, Environment and Rural Affairs (DAERA) for Northern Irish vessels. The validated certificate is issued by the MMO (electronically & hard copy).

The UK has a strong monitoring and enforcement system for UK waters & all fishing vessels landing in the UK. A risk based system is employed that directs the day to day enforcement activities of the UK authorities which is recorded on the Monitoring, Control and Surveillance System (MCSS)

All applications for export catch certificates are manually validated against information held by and available to UK Fisheries Departments. The information & tools used in the verification includes the MCSS, electronic and manual logbook records, landing/sales data and all available vessel location monitoring systems combined with intelligence from the SLO or relevant coastal office. In addition all fishing vessels are checked to ensure that they are appropriately registered and licenced in accordance with the regulations and if relevant for the application public databases such as RMFO websites are used.

During 2018/19 there has been no risk based assessment as we were able to check all submitted applications.

¹⁴ Section to be filled-in by flag Member States.

5.2. Has your country validated catch certificates for exportation in 2018-2019 in accordance with Article 15?

Yes

No

If yes, how many catch certificates did your country validate from 1 January 2018 to 31 December 2019? If possible, please provide details per requesting third country/country of destination in the following table:

Destination State ¹⁵	Year	
	2018	2019
Albania	3	4
Belarus	3	2
Bosnia Herzegovina	0	1
Cape Verde	1	3
China	24	27
Iceland	4	15
India	4	21
Indonesia	0	14
Kazakhstan	3	2
Korea	3	5
Malaysia	1	0
Morocco	81	61
Norway	100	87
Serbia	5	1
Slovenia	3	0
Taiwan	4	0
Thailand	11	1
Tunisia	0	5
Ukraine	54	115
Vietnam	35	42
Total	339	406

Please note the UK will only validate catch certificates for exports destined to the eight countries where notification has been agreed or to those countries who process products which will be returned to the EU for consumption.

¹⁵ ISO Alpha-2 country codes.

5.3. Has your country established any IT tool to monitor the catch certificates validated for exports stemming from own vessels?

Yes No

No bespoke IT systems have been developed for the monitoring of export catch certificates at a National level, however a Digital Export Catch Certification Scheme is now in development but not relevant to this reporting period

For the UK IUU Catch certificate centre, all catch certificates are manually validated, catch certificates that are issued are scanned and saved at a central location, their individual details saved on a spreadsheet and documents submitted in respect of an application are archived. For the UKFMC the access database has also been designed to be able to output validated catch certificates.

The UKFMC operators upon receipt of the information from the master of the UK vessels landing abroad will input the information into an Access database, select to validate the catch certificate and send it directly to the vessel and representative that sent the initial information notifying of the landing into a third country.

5.4. Does your country monitor that the catches for which your country has validated catch certificates actually leave the EU?

Yes No

Not applicable (e.g. in the absence of validation of catch certificates for exportation in 2018-2019)

5.5. Has your country refused the validation of a catch certificate between 1 January 2018 and 31 December 2019?

Yes No

Not applicable (e.g. in the absence of request for validation of catch certificates for exportation in 2018-2019)

If yes, please detail:

We have not refused any applications that have been submitted due to the detection of fraudulent or suspicious information.

On occasion, applications are submitted to the UKCCC for validation that contain incorrect or missing information, in such instances we will work with the exporter/applicant to ensure that all required information is submitted and corrections made prior to processing/validation.

However we have/will continue to refuse to process applications that are submitted in respect of exports for which a catch certificate is not required under the regulations. This may be because the product is being exported for consumption only and is not returning to the EU or because the destination country has not indicated that they require catch certificates to be submitted in respect of imported fishery products from the EU.

Section 6. Information on verifications of catch certificates for importation according to Article 17.1 to 5 of IUU Regulation¹⁶

6.1. Has your country established a procedure for verification of catch certificates for importation in accordance with Article 17.2?

Yes *No*

If yes, please detail:

In the UK, catch certificates are checked and verified by Port Health officers at the point of import for containerised fishery products at airports and seaports.

The guidance documents that set out the arrangements for the conducting of checks are *Guidance Note for Enforcement Authorities* on the application of the IUU regulations (**provided in a previous report**). These guidance documents are followed when carrying out verifications at the point of import.

The UKFMC verifies all Catch Certification (CC) submitted in relation to direct landings into Scotland. The Catch Certificate and associated paperwork are crosschecked against the other IUU documentation submitted and against the PSC1 submission. When Third Country vessels have been operating in EU waters and elogbook data is available, this will also be cross referenced with the Catch Certificate.

The UK SLO have developed an internal case management system which covers both formal Article 17 (6) verifications and more informal SMS based enquiries to enable tracking.

6.2. How many catch certificates have been verified by your administration from 1 January 2018 until 31 December 2019? Please specify, separately for each year:

Port Health officers routinely carry out numerous minor verifications during IUU document checks. These will include (but are not exhaustive to) phone calls to UK importers for clarification, web based searches on RFMO's, vessel identification and vessel activity and direct correspondence to RFMO's (where possible). All catch certificates, article 14(1) and 14(2) documents are checked using a generic process that has been modified by each Port Health team to cater for their specific trades. This generic document is then modified by each Port Health Authorities for their specific needs.

The Port Health Authorities that deal with 85% of the import catch certificates conduct full document checks in line with the process stated above. The only exception to this is catch certificates from countries included in the European Free Trade Association (EFTA) where basic document checks are carried out in terms of ensuring that the species commodity code and weight is correct across all the customs documents. This is normally conducted from between 1 and 5% of the catch certificates that are presented at the border. Electronic checks (with Norway for example) are also completed via their validation website to ensure the catch certificate is compliant. This is between 5 and 100% checks. The actual number of basic and full checks is not documented at each port and therefore an accurate number cannot be given.

¹⁶ Section to be filled-in by all Member States

Marine Scotland complete their own catch certificate checks for direct landings into Scottish ports. Their details are given below:

Flag State of origin (EU or non-EU) ¹⁷	Number of verifications		Number of verifications	
	2018		2019	
	No of basic document-based verifications ¹⁸	No of in-depth verifications ¹⁹	No of basic document-based verifications	No of in-depth verifications
<i>NOR</i>	168	88	139	89
Total	168	88	139	89

6.3. Does your country use a risk assessment approach for verification of catch certificates in accordance with Article 17?

Yes *No*

If yes, please detail (e.g. EU criteria for verifications (Article 31 of Commission Regulation 1010/2009); EFCA risk assessment methodology; national criteria).

This has been given in previous reports and the process has not changed.

The UK carries out 100% checks on IUU documents other than those from EFTA countries where they conduct between 1 to 5% basic checks on each consignment. The UK has developed a simple risk management tool that delivery partners at our borders can use to assign a level of risk for a particular consignment/cargo so as to apportion resources according to the level of risk (60% to high, 30% to medium and 10% to low risk).

The model assumes a normal distribution representing 100% of resources which is divided into 3: low, medium & high risk rating. The benchmarks for inspection, Art 4 of EC 1010/2009, have been allocated to 6 broad risk categories: Business, Country, Documents, Species, Trade and Vessel. We have populated each risk category with objective sources of information (website databases, links to trade data analysis, etc) that will help port health authorities to develop the risk model further and determine the risk rating of a consignment.

UK Port Health Authorities that deal with 85% of the IUU documents (catch certificates and article 14(1) and 14(2) documents) conduct a full compliance check using the generic 10 steps check list template. Therefore no risk assessment is apportioned to each type of trade.

6.4. Does your country also physically verify the consignments?

Yes *No*

¹⁷ ISO Alpha-2 country codes.

¹⁸ See fields CC1 to CC6 (*Preliminary overview checks "helicopter view"*) of the EFCA Common methodology for IUU catch certificates verification and cross-checks.

¹⁹ See fields CC7 to CC32 (*Verify and cross-check information related to the form, flag state, validating authority, fishing vessel, product(s), transshipment operations*) of the EFCA Common methodology for IUU catch certificates verification and cross-checks.

If yes, please detail:

UK Port Health Authorities will not routinely conduct a physical check under the IUU Regulation. However there are a proportion of physical checks conducted at each Border Inspection Post in accordance with the Trade in Animal Products Regulations (TARP) 2011. These physical checks could be attributed to physical inspections under the IUU Regulation however this number has not been documented so far.

Marine Scotland conduct some physical inspections for direct landings into Scottish ports. These are given below:

Number (per year): 88 and 89 in years 2018 and 2019 respectively
Method of selection: Risk based approach in line with consideration of criteria set out in Article 31 of Commission Regulation 1010/2009)

Follow-up: None

Section 7. Verification requests to flag States²⁰

7.1. Has your country sent requests for verifications under Article 17.6 of the IUU Regulation to other countries authorities in 2018-2019?

Yes No

If yes, how many requests for verifications? *Note: please provide separate data for 2018 and 2019:*

Flag States ²¹	No of requests for verifications 2018	Justifications (Articles 17.4 and 17.6 of the IUU Regulation)-	No of requests for verifications 2019	Justifications (Articles 17.4 and 17.6 of the IUU Regulation)
China	3	1. RFMO authorisation 2. Area of fishing confirmation 3. RFMO authorisation	1	RFMO authorisation/Transshipment query
Ghana	2	Stamp issue		
Korea	1	Quality of catch certificate issue and transshipment clarification	1	Vessel license query
Oman	1	Inadequate catch certificate	1	Incorrect Catch certificate
Panama	2	1.RFMO authorisation 2. Inadequate catch certificate	1	No stamp
Peru	1	Stamp and signature verification	2	Stamp verification
Philippines	2	1. Transshipment documentation query	1	Incorrect vessel name

²⁰ Section to be filled-in by all Member States

²¹ ISO Alpha-2 country codes.

Flag States ²¹	No of requests for verifications 2018	Justifications (Articles 17.4 and 17.6 of the IUU Regulation)-	No of requests for verifications 2019	Justifications (Articles 17.4 and 17.6 of the IUU Regulation)
		2. Documentation query		
Papa New Guinea	1	Signature verification	2	1. RFMO authorisation 2. Weight discrepancy
Russia	1	Transshipment query	2	1. Vessel/transshipment query 2. Vessel License query
Vietnam	1	Vessel License query	2	1. Processing statement query 2. Vessel license query
Indonesia	0		2	1. Anomalies on Catch certificate 2. Vessel license query
Chile			1	Anomaly on Catch certificate
Ivory Coast	0		1	Vessel license query
Mexico	0		6	1. Incorrect species 2. Incorrect species 3. Catch certificate template query 4. SICER query 5. SICER query 6. SICER query
Ecuador	0		2	Digital catch certificate enquiry
Spain	0		1	Catch certificate template query
France	0		1	License query
India	0		1	RFMO authorisation
TOTAL	15		28	

7.2. How many requests for verification were not replied to by the other countries' authorities within the deadline provided in Article 17.6 of the IUU Regulation? Does your country in these situations send a reminder to the authorities of the country in question? Could you please specify when the request, despite reminder(s), remained unanswered? What measures have you taken in that case (i.e. denial of importation) [Please provide separate data for 2018 and 2019]

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If there has not been a response by the specified deadline the normal procedure is to send a reminder to the flag state authority and the UK importer for further information. This reminder is

documented via an email and gives the flag state authority a further 15 days to response either with the information we need or a holding response. The UK importer is involved in this process as this information may be obtained via them of a further prompt given to the flag state.

7.3. Was the quality of the answers provided overall sufficient to satisfy the request?

Yes

No

In most cases the quality of the response was sufficient enough for the team to make a decision on the fate of a consignment. In the rare case that the response was not enough to proceed with then the flag state competent authority would be contacted either via email or a second formal verification request.

7.4. Has your country been using IT systems developed by third countries allowing for a full or partly verification of catch certificates and how many verifications were made through these systems (approximately)?

The UK uses online verification systems developed by Norway, Mexico, Canada, USA Turkey, Maldives and Greenland to verify catch certificates. The number of verifications is not known as UK ports have full access the online systems and therefore would access prior to contacting the Single Liaison office.

Section 8. Information on refusal of importations (Article 18 of the IUU Regulation)²²

8.1. Has your country refused any imports from 1 January 2018 until 31 December 2019? *Note: please only consider refusals based on the IUU Regulation, not for other reasons e.g. Food Safety, Customs legislation, etc.*

Yes

No

If yes, please provide details in the table below:

Reason for refusal of importation	2018		2019	
	Flag State ²³	No.	Flag State ²⁴	No.
Non-submission of a catch certificate for products to be imported.			Thailand	1
The products intended for importation are not the same as those mentioned in the catch certificate.				
The catch certificate is not validated by the notified public authority of the flag State	China	1	Uruguay	1
The catch certificate does not indicate all the required information.				
The importer is not in a position to prove that the fishery products comply with the conditions of Article 14.1 or 2.	Korea	1		
A fishing vessel figuring on the catch certificate as vessel of origin of the catches is included in the Union IUU vessel list or in the IUU vessel lists referred to in Article 30.				
The catch certificate has been validated by the authorities of a flag State identified as a non-cooperating State in accordance with Article 31				
Further to the request for verification (Article 18.2)				

²² Section to be filled-in by all Member States

²³ ISO Alpha-2 country codes.

²⁴ ISO Alpha-2 country codes.

8.2. If the answer to 8.1 is yes, what measures were taken by your authorities towards the refused fishery products?

Fishery products that are refused importation were either re-exported back to source country or donated to charity.

8.3. In case of refusal of importation, did the operators contest the decision of the authorities of your country?

Yes No

If yes, please detail:

Section 9. Information on trade flows²⁵

9.1. Did your country note a change²⁶ of imports of fishery products since the last reporting exercise covering the period 2016-2017?

Yes No

If yes, please detail:

There was an increase in the number of fishery products arriving through our ports, however we are not yet clear on specific reasons for this, it could be as a result of preparation for EU Exit and stockpiling, change in trade routes or a general increase through the ports.

There are always some variations in the nature and type of product received but that could be due to seasonal demand, importers introducing a new product range or importers trialling new ports. The UK has the potential to upscale in terms of both capacity and infrastructure.

Trade patterns have continued to change within the Ports of London during 2019. There were fewer ad-hoc vessel divers from Felixstowe and Southampton in 2019 than in previous years which is reflected in the lower number of consignments received from Indonesia, Malaysia, China, Russia, Japan and Thailand. There has been a decline in catch certificates received in 2019 than in previous years, the predominant fishery trade now is farmed shrimps from countries such as Honduras, India & Nicaragua. Imports of Tuna from Ghana, Ecuador & Panama have notably declined with our most regular trade accompanied by catch certificates now being Hake from Argentina and Mackerel (canned) from Morocco. City of London port have been involved with the successful development and introduction of a new trade to the UK; wild caught Lobsters from Tristan Da Cunha, caught by a Belize Factory fishing vessel, either processed on board or off loaded for processing on Tristan Da Cunha before shipment to South Africa where they are stored pending transport to the UK.

Hull and Goole port have seen a reduction in the amount of shipstores (which included IUU checks on canned fish). The main change has been the regular arrival of a new shipping line into Hull bringing Icelandic fish which has in turn increased the number of IUU checks we are undertaking.

Which of the trades posed the most risk?

China & Russia provide the most risk due to the complexity of the trade routes and the amount of processing that is carried out at different countries along the trade route. In addition, the quality of the copies of the Russian Catch certificates, provided by the Chinese Authorities, remains extremely

²⁵ Section to be filled-in by all Member States

²⁶ For example: new kinds of fishery products, new trade patterns or significant and sudden increase in trade volume for a certain species and/or certain third countries.

poor with the Flag State Authority Official Stamps often illegible. City of London report they have had to request better copies on almost every occasion.

9.2. Please provide information, deriving from your country's statistical data, concerning change of trade patterns in imports of fishery products into your country:

Our ports are not able to provide statistical data on these changes.

Section 10. Information on mutual assistance²⁷
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10.1. Since the last reporting exercise covering the period 2016-2017, how many mutual assistance messages of the Commission has your country replied to?

Please provide separate data for 2018 and 2019 (if any)

2018 4

2019 2

10.2. Since the last reporting exercise covering the period 2016-2017, has your country sent any mutual assistance message to the Commission/other Member States?

Please provide separate data for 2018 and 2019 (if any)

2018 12

2019 13

²⁷ Section to be filled-in by all Member States

Section 11. Information on cooperation with third countries²⁸

11.1. Apart from verifications and refusals under Articles 17 and 18, has your country had information exchange with third countries on issues related to the implementation of the IUU Regulation, such as follow-up of cases concerning nationals, consignments, trade flows, operators, private fishing licencing, as well as the investigation of criminal activities and serious infringements (Article 42)?

Yes *No*

If yes, please detail (please provide separate data for 2018 and 2019, if any).

Further to a small number of issues relating to the Protection and Indemnity (P&I) insurance of vessels, The UK has undertaken a due diligence exercise with insurance providers, delivering presentations and training to raise further awareness of IUU and discuss processes and checks required when providing insurance.

As part of the individual cases that led to this initiative we liaised with relevant countries due to their links with the vessels involved. In addition the UK prepared and delivered a presentation at the IUU Plenary meeting in December 2019.

Section 12. Information on nationals²⁹

12.1. Since the last reporting exercise covering the period 2016-2017, has your country implemented or modified existing measures to ensure that your country can take appropriate action with regards to nationals involved in IUU fishing in accordance with Article 39 of the IUU Regulation?

Yes *No*

If yes, please detail:

12.2. What measures has your country taken to encourage nationals to notify any information on interests in third country vessels (Article 40.1)?

No direct measures have been put into place however UK fleet operators will typically notify coastal fisheries officers if any 3rd country flagged vessels have been seen.

12.3. Has your country endeavoured to obtain information on arrangements between nationals and third countries allowing reflagging of their vessels in accordance with Article 40.4?

Yes *No*

If yes, please detail: N/a

12.4. If yes to any of the above, how many cases have your country dealt with and which administrative or penal follow-up was given?

Please provide details: N/a

12.5. Has your country put in place procedures to ensure that nationals do not sell or export any fishing vessels to operators involved in the operation, management or ownership of fishing vessels included in the Union IUU vessel list (Article 40.2)?

Yes *No*

²⁸ Section to be filled-in by all Member States

²⁹ Section to be filled-in by all Member States

If yes, please provide details: N/a

12.6. Has your country made use of Article 40.3 and removed public aid under national aid regimes or under Union funds to operators involved in the operation, management or ownership of fishing vessels included in the Union IUU vessel list?

Yes No

If yes, please detail: N/a

Section 13. Infringements (Chapter IX of the IUU Regulation) and Sightings (Chapter X of the IUU Regulation)³⁰

13.1. Has your country detected serious infringements as defined in Article 42 of the IUU Regulation from 1 January 2018 until 31 December 2019?

Yes No

If yes, please detail separately for each year the number of serious infringements, nature and sanctions applied:

Flag State of the vessel or nationality of the operator (EU and non-EU) ³¹	Serious infringements detected in 2018:			Serious infringements detected in 2019:		
	Number	Nature	Sanctions applied	Number	Nature	Sanctions applied
<i>Portugal</i>				1	Insurance	
<i>Total</i>						

13.2. Has your country applied or adapted its levels of administrative sanctions in accordance with Article 44?

Yes No

As stated in the last report Our Crown courts have always had unlimited fines available

13.3. Has your country issued sighting reports from 1 January 2018 until 31 December 2019?

Yes No

If yes, how many sighting reports were issued by your country from 1 January 2018 until 31 December 2019? N/a

13.4. Since the last reporting exercise covering the period 2016-2017, has your country received any sighting reports for its own vessels from other competent authorities?

³⁰ Section to be filled-in by all Member States

³¹ ISO Alpha-2 country codes.

Yes

No

If yes, please detail follow-up (in accordance with Article 50 of the IUU Regulation).

N/a

Section 14. General

14.1. In the reporting period 2018-2019, what have been the main difficulties that your country has encountered in implementing the IUU Regulation, including the catch certification scheme?

There is no means of checking whether a catch certificate accompanying an indirect consignment has been used on multiple occasions and through which Port. We regularly receive consignments, particularly from Russian vessels that have been processed in China and are accompanied by a catch certificate with huge weights on it. We do not have a mechanism for cross referencing whether the number of imports has exceeded the quantity on the catch certificate.

A more user-friendly SMS system with easier access would be beneficial to member states

14.2. Which improvements would your country suggest to the Regulation that would make implementation smoother?

Direct access to RFMO organisations.

Mandatory submission of vessel lists from each third country and to determine those that are licensed to a Third country and operate within their own EEZ (simplified catch certificates for example), and ensure that those lists are easily accessible to members states.

To revisit rules regarding information security and retention following the implementation of GDPR.

Section 15. Any other comments

No further comments

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