

the link between the original quantity that entered the customs warehouse and the part to be imported into the EU.

### Action for importers and agents

13. Importers or their agents will need to check that catch certificates include the correct weights prior to submitting the documents to UK enforcement authorities. If the weights do not correspond to the consignment, further verification by UK enforcement authorities will be required which could delay clearance of the goods into the UK.
14. Importers or their agents should contact the UK enforcement authorities (Port Health, Local Authority or Marine Management Organisation) immediately if they are aware that consignments will be arriving with incorrect catch certificates. The enforcement authorities will advise what additional information is required.
15. It will also be in importers' interests to inform their suppliers in third countries of the requirements regarding weights in the catch certificate.
16. Importers and their agents are reminded of the prior notification deadlines for submitting the IUU documentation to UK enforcement authorities:
  - For direct landings of fresh fish by third country fishing vessels – 4 hours
  - For direct landings by Norwegian and Icelandic vessels – 2 hours
  - For airfreight - 4 hours
  - **For all other imports – 3 working days**

### What weights should be included?

17. In general, the weight on the catch certificate should be included in the box "Estimated live weight" at section 3. It is always the weight of the fish in the products to be imported that should be included in this box. E.g. for a processed product it is the weight of the processed fish that should be included.

E.g. in the production of canned tuna in brine from a catch of 50,000kg of skipjack (*Katsuwonus pelamis*) 4,657kg of fish could have been transformed into 2,922kg of processed fishery product, giving a consignment of net weight 4,000kg when combined with the brine.

The catch certificate should then be completed as follows:-

3. Description of product Canned Tuna		Type of processing authorised on board See Annexed list		4. References of applicable conservation and management measures See Annexed list	
Species	Product code	Catch area(s) and dates	Estimated live weight (kg)	Estimated weight to be landed (kg)	Verified weight landed (kg) where appropriate
K. pelamis	1604 14	See Annexed list	2,922		
5. Name of master of fishing vessel – Signature – Seal:					

18. Where an entire catch is being exported to the EU, the box “Estimated weight to be landed” should be used. Again this will be the weight of the fish to be exported.

19. In addition, if the catch has been inspected and weighed on landing by an authority in the third country or EU Member State (for direct landings), the actual landed weight can be included in the box “Verified weight landed (if appropriate)”.

#### What if the product includes fish from multiple catches and/or vessels?

20. It is acceptable for multiple catches to be included on a single certificate as long as the vessels are registered to the same flag state. In this case the exporter needs to provide the details of the parts of the catches that contribute to the finished product that is being exported to the EU. This is usually achieved by attaching an annex to the original certificate. The annex should include the details at sections 2-5 of the catch certificate for each vessel. An example is at **Annex B**.

21. Any annex to the catch certificate must include the catch certificate number and also be stamped by the competent authority in the third country.

#### Do these rules apply to the simplified catch certificate for small vessels?

22. Yes. In this case, the exporter will need to include a list of all the vessels (and their details) and respective weight of fish each vessel has contributed to the consignment.

#### What will happen if catch certificates with incorrect weights are provided?

23. Where the enforcement authority at the port is not able to match up the weight on the catch certificate with the consignment, the European Commission has advised that additional verifications must be carried out in order ensure that the catch certificate does in fact correspond to the consignment to be imported.