

SWEDEN

Preliminary Comments and Suggestions, January 26th 2018

This document covers the following areas- vessel monitoring and marine protected areas, weighing, availability and quality of fisheries data, as well as digital traceability system for fisheries products in the EU.

1. Vessel monitoring and marine protected areas

It occurs that the current provisions regarding position data (i.e. VMS pings every two hours for vessels above 12 m and no requirements for smaller vessels) are not sufficient for the purposes of at sea inspection or fisheries monitoring, in particular concerning monitoring of fishing in marine protected areas.

Furthermore, in terms of data for scientific advice the current provisions are not adequate and geographical position of vessels are currently being estimated through models or when available, obtained from vessels equipped with AIS systems.

In order to improve the controllability of the fishing fleet in general as well as in regard to the increasing number of marine protected areas, it would be an advantage to extend the current VMS provisions to 30 min frequency and equip all vessels (with a reasonable minimum length class to facilitate for limitations of smaller vessels) less than 15 meters with AIS-A systems that transmit position information multiple times per minute. If this approach is adopted, Article 50 of the current control regulation can be deleted since real time information of position would be obtained regardless of whether fishing takes place in a marine protected area or not. It also prevents scenarios where different MPAs are monitored with different enforcement tools, each followed by detailed complex rules on performance standards etc. counteracting a level playing field and simplification of rules.

As AIS-A systems does not cover areas far from shore, it would be necessary keeping the provisions of VMS system for vessels above 12 meters. As vessels above 15 meters are already equipped with AIS-A systems according to Directive 2009/59/EC, the drafting suggestion only affects vessels below 15 m.

1.2 Suggestion for introducing new provisions in Regulation (EC) 1224/2009 (new text and deletion):

1.2.1 New article:

All fishing vessels (for example above 8 meters but under 15 meters) shall be fitted with and maintain in operation an automatic identification system (AIS-A) which meets the performance standards drawn up by the International Maritime Organisation according to chapter V, Regulation 19, section 2.4.5 of the 1974 SOLAS Convention in Article 10(1) of Regulation (EC) No 1224/2009.

1.2.2 Procedures for use and technical failures

Other aspects that also would need to be addressed in the regulation to describe procedures for use and technical failures or non-functioning of the AIS-A:

- Operational and transmitting throughout the entire trip of the fishing vessel including trips for other purposes than fishing (i.e. only to be switched off while in port).
- It could be an adequate measure if the masters of an EU fishing vessel are required to ensure that the AIS-A devices are fully operational at all times.
- It could be an adequate measure if the master of the fishing vessel is required to communicate position to flag FMC at least hourly if the device is not transmitting.
- Following a technical failure or non-functioning of the AIS-A device, an EU fishing vessel may only leave port once the AIS-A device fitted on board is fully operational.
- It could be an advantage if the master of an EU fishing vessel is bound to ensure that:
 - a) the data are not altered in any way;
 - b) the antenna or the antennas connected to the AIS-A device are not obstructed, disconnected or blocked in any way;
 - c) the power supply of the AIS-A device is not interrupted in any way;
 - d) the AIS-A device is not removed from the fishing vessel.
 - e) prohibition to destroy, damage, render inoperative or otherwise interfere with the AIS-A device.
- When the FMC of a flag Member State has not received data transmissions for 2 consecutive hours it could be a solution to notify the FMC of the flag state of the EU fishing vessel as soon as possible.
- Provide for rules including procedures for use of “Geo-fencing” in the VMS-equipment. This is especially important when buffer-zones are to be used in order to facilitate increase/decrease of the report frequency and in order to establish a level playing field between the actors;

1.2.3 If the new Commission proposal would include all vessels (above a reasonable length limit), Article 50.1-50.3 of Regulation (EC) 1224/2009 could be deleted:

Article 50

Control of fishing restricted areas

~~1. Fishing activities of Union fishing vessels and third country fishing vessels in fishing zones where a fishing restricted area has been established by the Council shall be controlled by the fisheries monitoring centre of the coastal Member State, which shall have a~~

~~system to detect and record the vessels' entry into, transit through and exit from the fishing restricted areas.~~

~~2. In addition to paragraph 1, the Council shall establish a date from which the fishing vessels shall have an operational system on board which shall alert the master of the entry and exit into a fishing restricted area.~~

~~3. The frequency of data transmissions shall be of at least once every 30 minutes when a fishing vessel enters a fishing restricted area.~~

Transit through a fishing restricted area is allowed for all fishing vessels that are not authorised to fish in such areas ~~subject to the following conditions:~~

~~(a) all gears carried on board are lashed and stowed during the transit;~~

~~(b) the speed during transit is not less than six knots except in case of force majeure or adverse conditions. In such cases, the master shall immediately inform the fisheries monitoring centre of the flag Member State which shall then inform the competent authorities of the coastal Member State~~

This Article shall apply to all Union fishing vessels and third country fishing vessels ~~of 12 metres' length overall or more.~~

1.2.4 Suggestion for amendment of Article 22 of Regulation (EU) 404/2011 (new text and deletion):

Article 22

Frequency of data transmission

1. Each Member State shall ensure that its FMC receives, at least once every ~~2 hours~~ 30 minutes, through the VMS the information referred to in Article 19 of this Regulation concerning its fishing vessels. The FMC may require the information at shorter time intervals.
2. The flag FMC shall have the capacity of polling the actual position of each of its fishing vessel.

1.2.5 Suggestion for amendment of Article 25 of Regulation (EU) 404/2011 (new text and deletion):

Article 25

Technical failure or non-functioning of the satellite tracking device

1. In the event of a technical failure or non-functioning of the satellite-tracking device fitted on board a Union fishing vessel, the master or his representative shall, starting from the time that the event was detected or from the time that he was informed in accordance with paragraph 4 or Article 26(1) of this Regulation, communicate hourly ~~every 4 hours~~, to the FMC of the flag Member State the up-to-date geographical coordinates of the fishing vessel by appropriate telecommunication means. Member States shall decide on the telecommunication means to be used and indicate them on the website referred to in Article 115 of the Control Regulation.

2. Availability and quality of fisheries data

Information on catches and fishing activities forms the basis for fisheries management and stock assessment. It is therefore of the utmost importance that it is reliable and complete throughout the EU and for all vessel sizes. For limited stocks, the availability of data in near term is also crucial for efficient quota management.

A suggestion to improve the current provisions on reporting of catch and fishing activity would be:

2.1 Electronic reporting of catch and fishing activity regardless of vessel size.

2.1.1 Electronic reporting

In order to increase the coverage, quality and availability of data, it would be an advantage if all reporting of catch and fishing activity is done electronically for all fishing vessels, but with different tools depending on the vessel size.

Drafting suggestion for amendment of Regulation (EC) 1224/2009 (new text and ~~deletion~~):

Article 14

Completion and submission of the electronic fishing logbook

1. Without prejudice to specific provisions contained in multiannual plans, the master of each Union fishing vessel ~~of 10 metres' length overall or more shall~~ record by electronic means ~~keep a fishing logbook~~ of operations, indicating specifically, ~~for each fishing trip,~~ all quantities of each species caught and kept on board ~~above 50 kg of live-weight equivalent. The 50 kg threshold shall apply as soon as catches of a species exceed 50 kg.~~

2.1.2 Frequency of reporting in the electronic logbook

As smaller vessels might encounter difficulties (internet connection, limitation in vessel size etc.) reporting catch while at sea, a solution might be to differentiate between vessel length groups with regards to frequency of reporting in the electronic logbook.

Vessel size	Proposal	Frequency of reporting
>12 m	Electronic logbook (ERS)	Haul by haul (after each fishing operation)
10-12 m	Electronic logbook (ERS)	Registration of catch during the trip but reporting to authorities at landing.
<10 m	Electronic logbook via mobile solution	Registration and reporting after landing,

Vessel > 12 meters

Article 15.1 of Regulation (EC) 1224/2009 stipulates that masters of Union fishing vessels with a total length of 12 meters or more shall record the data referred to in Article 14 by electronic means and send them to the competent authority of the flag State electronically at least once a day.

It is worth noting that reporting of fishing data in the electronic logbook once per day is not sufficient from an inspection point of view as it may lead the master of a vessel to intentionally register catch in an inaccurate geographical area. Sweden has therefore introduced national regulation which stipulates that the catch should be sent to the authority directly after the fishing operation has been completed (“haul by haul”). The haul by haul reporting allows inspection at sea to verify reported distribution of catch with catch on board the vessel by fishing operation. Furthermore, it also improves data for scientific analyses as catch data will be given per fishing operation and area.

Vessels between 10 and 12 meters

A solution might be that vessels between 10 and 12 meters are required to register the catch by fishing activity (same as vessels >12 m) but report only after landing. This would enable the fishermen to register accurate data at sea without the need to have internet onboard.

Vessels < 10 meters

As the master of these vessels are often alone during the fishing trip this proposal would not interfere with the fishing operations and does not require internet connection onboard.

Drafting suggestions for amendment of Regulation (EC) 1224/2009 (new text and ~~deletion~~):

Article 15

Electronic completion and transmission of electronic fishing logbook data

1. Masters of Union fishing vessels of 12 metres' length overall or more shall record by electronic means the information referred to in Article 14, and shall send it by electronic means to the competent authority of the flag Member State, after each completed fishing operation.
 - a) Departure shall be sent before the vessel departs from port.
 - b) Setting declaration shall be sent directly after setting of gear is finalized.
 - c) Declaration of fishing operation shall be sent after each fishing activity is finalized but no later than before catches from subsequent fishing activity are taken onboard.
2. Masters of Union fishing vessels of above 10 but less than 12 meters of length overall or more shall record by electronic means the information referred to in Article

14 by each completed fishing activity, and shall send it by electronic means to the competent authority of the flag Member State, after each completed fishing trip.

- a) Departure shall be registered before the vessel departs from port.
- b) Setting declaration shall be registered directly after setting of gear is finalized.
- c) Declaration of fishing operations should be registered after each fishing activity is finalized but no later than before catches from subsequent fishing activity are taken onboard.

- 3. Masters of Union fishing vessels less than 10 metres' length overall or more shall record by electronic means the information referred to in Article 14, and shall send it by electronic means to the competent authority of the flag Member State, after each completed fishing trip.

2.1.3 Setting of gears

In particular, in the vicinity and within marine protected areas it is evident that information on setting of gear is necessary to ensure effective fisheries control.

Active gears

In practice, this would mean that a vessel with active gears report a separate "setting declaration" including information on time, position and type of gear. The setting declaration is sent directly after the setting has been finalized.

A "haul declaration" is sent after the completion of the haul but no later than catch from the next haul is taken onboard. The declaration includes information of time and position for the haul as well as information on the catch.

Passive gears

For passive gears, the same provision would apply and the vessel would send a "setting declaration" with information of gear, time and position after the gear has been set. When the gear is lifted at a later stage information of catch, time and position is sent to the authorities. If parts of the gear remain at sea another "setting declaration" is sent to the authorities.

2.1.4 No modification of reported data in the electronic logbook allowed after verification of data by inspectors.

According to Article 47 of Regulation (EC) 404/2011 the master may modify and subsequently transmit data reported in the electronic logbook up to the last transmission referred to in paragraph 1(c) (i.e. before entering into port). Modifications of reported data are allowed regardless of whether an inspection at sea has been done and the master therefore has today the possibility to claim that catch data verified by the inspector is incorrect.

It would be more effective and legally certain if data entered into the logbook before inspection cannot be subsequently modified (i.e. “stamping” the logbook).

Drafting suggestion for amendment of Regulation (EC) 404/2011 (new text and ~~deletion~~):

Article 47

Frequency of transmission

2. The master may transmit corrections to the electronic fishing logbook and transshipment declaration data up to the last transmission referred to in paragraph 1(c), with the exception of data that has been entered into the electronic logbook before an inspection at sea. Corrections shall be easily identifiable. All original electronic fishing logbook data and corrections to those data shall be stored by the competent authorities of the flag Member State.

2.1.5 Registration of catch in logbooks from 0 kg for all species (Article 14.1)

According to Article 14.1 of Regulation (EC) 1224/2009, all quantities of a species caught and kept onboard above 50 kg in live weight (per species) shall be recorded in the logbook. At the same time, catches on board on departure must be recorded in the electronic logbook from 0 kg. All catch landed shall also be reported from 0 kg in the landing declaration.

In order to increase the coverage of catch data and to ensure that the same thresholds are being used for catch reporting in all reporting documents. Sweden is in favor of setting the threshold for catch reporting in logbooks from 0 kg. This option also allows fishermen who report in the electronic logbook to copy the data to the pre-notification and landing declaration.

Drafting suggestion for amendment of Regulation (EC) 1224/2009 (new text and ~~deletion~~):

Article 14

Completion and submission of the electronic fishing logbook

1. Without prejudice to specific provisions contained in multiannual plans, masters of Community fishing vessels ~~of 10 metres' length overall or more~~ shall keep a fishing logbook of their operations, indicating specifically all quantities of each species caught and kept on board ~~above 50 kg of live weight equivalent.~~

2.1.6 Obligation to prenotify arrival to port (Article 17)

Article 17 (1) of Regulation (EC) 1224/2009 regulates that “Masters of Union fishing vessels of 12 metres' length overall or more engaged in fisheries on stocks subject to a multiannual plan, which are under the obligation to record fishing logbook data electronically in

accordance with Article 15, shall notify the competent authorities of their flag Member State at least four hours before the estimated time of arrival at port.”

As no catch amounts are specified in the article, there is room for interpretation as to the amount of catches for which the article applies.

Drafting suggestion for amendment of Regulation (EC) 1224/2009 (new text and deletion):

Article 17
Prior notification

1. ~~Masters of Union fishing vessels of 12 metres’ length overall or more engaged in fisheries on stocks subject to a multiannual plan, which are under the obligation to record fishing logbook data electronically in accordance with Article 15, shall notify the competent authorities of their flag Member State at least four hours before the estimated time of arrival at port of the following information~~
2. Masters of Union fishing vessels of XX meters’ length overall or more, which are under the obligation to record fishing logbook data electronically in accordance with Article 15, shall notify the competent authorities of their flag Member State
 - a) At least XX hours before estimated time of arrival at port when carrying onboard XX kg of pelagic species subject to a multiannual plan, or
 - b) At least XX hours before estimated time of arrival at port when carrying onboard xx kg demersal species subject to a multiannual plan.

2.1.7 Clear definition of when a landing is considered completed

A landing declaration must under the current rules be submitted no later than 48 hours or 24 hours, after a completed landing (depending on whether the vessel reports in a paper logbook or electronic logbook). There is currently no definition on when the landing is considered completed, which results in difficulties to determine when the restricted time for submission (48 hours or 24 hours) applies.

As landings of demersal and pelagic species are very different in procedures and amounts of catch an effective solution to this would be to have two different definitions applying for the respective catches.

3. Weighing of fisheries products

As accurate catch data is fundamental for quota management, a revision of the weighing provisions would be necessary. In this regard, it would be an advantage if the revision results in simplification and clarification of the provisions as well as an increase of the controllability and promotion of level playing field between fishermen of different Member States.

3.1 The weighing journal (Article 70 of Regulation (EU) 404/2011)

It is worth noting that the weighing journal has resulted in increasing the administrative burden for both the industry and authorities, with little added value and therefore a solution would be if it is removed.

Drafting suggestion for amendment of Regulation (EU) 404/2011 (new text and ~~deletion~~):

Article 70

Weighing records

- ~~1. Registered buyers, registered auctions or other bodies or persons that are responsible for the first marketing or storage before first marketing of fisheries products, or where appropriate the master of the EU fishing vessel, shall record weighing carried out in accordance Articles 60 and 61 of the Control Regulation by indicating the following information.....~~

3.2 Article 60.3 of Regulation (EU) 1224/2009: Removal of the derogation allowing Member States to permit fisheries products to be weighed on board the fishing vessel

It would not be practical if the current derogation from weighing on board is removed as that would eliminate the possibility of weighing and packing already at sea, which subsequently can affect the quality of the catch negatively. Furthermore, no control benefits or increased risk of misreporting can be seen if the weighing is taking place at sea as part of the handling procedure instead of at landing.

In addition, removing the derogation for weighing onboard would complicate weighing in ports other than "home ports" as it would entail that a mobile weighing system with advanced labelling, traceability and traceability abilities is present at port, despite the fact that these systems are already installed on board many vessels.

Suggestion to keep current Article 60.3 of Regulation (EC) 1224/2009:

Article 60

Weighing of fishery products

4. By way of derogation from paragraph 2, Member States may permit fisheries products to be weighed on board the fishing vessel subject to a sampling plan as referred to in paragraph 1.

3.3 Article 61.1 of 1224/2009: Removal of the derogation allowing Member States to permit fisheries products to be weighed after transport

Sweden has the longest coastline of all Member States and the Swedish fishery has landed in almost 300 ports in 2017. In most of these ports there are no registered buyers who are present at landing and the catch has to be transported before it is weighed under the responsibility of a registered buyer etc. (Article 60.4).

A removal of the derogation for weighing after transportation coupled with new provisions allowing the master to conduct the weighing at landing would require fishermen in many Swedish ports to buy and maintain a personal weighing system.

As landings from larger vessels are concentrated in terms of landing ports, we see the necessity of keeping derogation for weighing after landing for all vessels below 12 meters alternatively for landings under XX kg.

Drafting suggestion for amendment of Regulation (EC) 1224/2009 (new text and ~~deletion~~):

Article 61

Weighing of fisheries products after transport from the place of landing

1. By way of derogation from Article 60(2), Member States may permit fisheries products from vessels > 12 meters/for landings exceeding XX kg to be weighed directly after transport from the place of landing provided that they are transported to a destination on the territory of the Member State concerned and that this Member State has adopted a control plan approved by the Commission and based on the risk-based methodology adopted by the Commission in accordance with the procedure referred to in Article 119.

To allow fishermen to jointly purchase and maintain weighing systems, it would be effective to keep a derogation from the weighing requirement at landing similar to what is done concerning transport documents in Article 68.6 of Regulation (EU) 404/2011:

Drafting suggestion for amendment of Regulation (EC) 1224/2009 or Regulation (EU) 404/2011 (new text and ~~deletion~~):

Introducing new Article:

The competent authorities of Member States may grant exemptions from the obligation to weigh at landing if the fisheries products are transported within a port area no more than 20 km from the place of landing.

4 Digital traceability system

Comments regarding possible amendments of Regulation 1224/2009 in order to launch a digital traceability system without severely increasing the administrative burden for the industry and the control authorities. Consequent amendments of the implementing regulation (EU) 404/2011 might also be needed.

The two main objectives of traceability in fisheries and aquaculture products are currently:

- to improve the monitoring of catches and preventing catches from IUU-fishing to be put on the market, and
- to ensure secure transfer of consumer information from primary producers to the final consumer.

4.1 The chain of custody

In a broad sense, the traceability chain starts at sea with primary producers (fishermen or fish farmers) bringing catches or harvests to shore. According to food law primary producers must give detailed information of the origin of their products to their buyers. First buyers of catches (but not harvests) have a responsibility to draw up documents that will be a natural link between catches at sea and traceability on shore. Those documents, take-over declarations and/or the sales note, are in turn linked to the catch documents at sea and at landing. It does not seem necessary to introduce new document, but the link between catches, first sales and traceability information could be more firm. Particularly the link to original lots. A reference to the document numbers would be more appropriate than the trip identifier. The unique trip identifiers used for information sharing according to the implementing regulation, are created by the authority and are normally not familiar to the industry. It is in practice not possible to introduce such identifier later in the supply chain or for imported products, when many vessels and/or many trips are involved. Document number of catch certificates could also be used to link and phase in the traceability of imported products.

Traceability after primary production starts under the current rules with the creation of lots before first sale and continues with information sharing between actors all the way to the retail stage, or until lots no longer are covered by the provisions. The latter will be the case when a lot is processed to a product with a code in the Combined Nomenclature (CN) not covered by the regulation, or when a decision is taken by an operator to use the product as an animal by-product or a product made of an animal by-product. The supply chain can also start when imported products accompanied with catch certificates are delivered to the importer. It would be beneficial if import through direct landings in EU-ports follows the same traceability provisions as landings by EU-vessels in EU-ports.

4.2 Introducing a digital system

Traceability is currently based on:

- 1) physical labelling/tagging of lots,
- 2) information of lots (characteristics/attributes), and
- 3) information on events related to lots (deliveries, etc.).

It could be valuable if the information of lots can be accessed directly by the physical label or tag, by trade documents with reference to the physical label/tag or by an accessible database with reference to the physical label/tag. It is usually impractical to have the information on events static included in the label/tag of lots. Such information is conveniently shared by trade documents or by a shared database. A full digital system requires that the label/tag is machine-readable and that trade documents are shared electronically.

In order to have a smooth transition into a digital system, it would be effective if the number of “information nodes” is restricted to operators owning lots at the different stages of the supply chain who are responsible for the labelling and sharing of information. It would be necessary that operators just performing services (transport, storing, etc.) do not have this responsibility. A natural way would be that direct owners have this responsibility, not the parent company etc. in a group of companies. Compared with the food law and more specifically the Regulation (EU) No 931/2011, this means that the digital system currently does not cover internal deliveries within the same ownership, but just deliveries (with or without transport) when ownership is changed. This is considered to be sufficient for the objectives, considering the underlying food provisions. In order to ensure reliable internal traceability within a company, it is recommended to have systems and procedures for such internal traceability written down. A solution would be if the documentation covers both handling of lots within an establishment and between establishments of the same owner.

4.3 International standards for labelling/tagging and information sharing

It is worth noting that the current traceability systems suffer from shortcomings in international standards for labelling/tagging and data sharing. It is not feasible to introduce a working digital cross-border traceability system without common standards. Just recently, the dominant actor, GS1, on traceability standards has decided on standards and specifications that fulfils all requirements related to Article 58 of the Regulation (EC) 1224/2009.

An adequate measure would be if it would be possible to use different standard and specifications in different Member States, but in order to have a transparent system a solution would be that all Member States share information on the standards and specifications used with the Commission and other Member States.

Suggestion for amendment of Regulation (EC) 1224/2009 (new text and deletion):

Article 58

Traceability

1. Without prejudice to Regulation (EC) No 178/2002, all lots of fisheries and aquaculture products shall be traceable at all stages of production, processing and distribution, from catching or harvesting to retail stage.

2. Fisheries and aquaculture products placed on the market or likely to be placed on the market in the Union shall be adequately labelled to ensure the traceability of each lot.

3. Lots of fisheries and aquaculture products may be merged or split after first sale only if it is possible to trace them back to catching or harvesting stage.

4. Member States shall ensure that operators from first buyers to retail¹ have in place digital systems and procedures to identify any operator from whom they have been supplied with lots of fisheries and aquaculture products and to whom these products have been supplied. This information shall be made available to the competent authorities on demand.

5. The minimum labelling and information requirements for a lot² ~~all lots~~ of fisheries and aquaculture products shall include:

the identification number of ~~each~~ the lot; (b) the flag state³, external identification number and name of the fishing vessel or the name of the aquaculture production unit;

(c) the FAO alpha-3 code ~~of each species~~;

(d) the date of catches or the date of ~~production~~ harvest⁴;

(e) the quantities of each species in kilogram 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~~

¹ It would be more effective if primary producers are not be included.

² A lot can only consist of one species. In order to avoid misinterpretation, it would be necessary to revise the current provisions and clarify that one joint lot can consist only one species. For this purpose, it can be noted that the current provisions of Article 56 might need to be revised, as it seems to contradict Art.58, but also Article 35. In addition, if not revised, the experience is that it might be physically possible to create one lot with different species, but administratively it seems not to be in line with provisions on recording and reporting of landings, take-over, sales, transport, etc

³ Flag states will quickly indicate that the product is imported and thus related to catch certificates.

⁴ Date of production is an unclear date. The additional voluntary consumer information in the market regulation have included "date of harvest" for aquaculture products.

~~expressed in net weight, or the number of individuals, the code BMS when the lot consists of catches below the applicable minimum conservation reference size.~~

(f) the name and address of the consignor (owner) suppliers and the name and address of the consignee (owner);

(fa) The date of delivery⁵

(g) the information to consumers provided for in Article 35 of Regulation (EU) No 1379/2013 of the European Parliament and of the Council (⁶);

5.a

⁷Point b), c), d) should only be mandatory for labelling and information regarding an original lot.

6. Member States shall ensure that the information listed in point (g) of paragraph 5 is available to the consumer at retail sale stage.

~~7. The information listed in points (a) to (f) of paragraph 5 shall not apply to fisheries and aquaculture products imported into the Union with catch certificates submitted in accordance with Regulation (EC) No 1005/2008.~~

8. Member States may exempt from the requirements set out in this Article small quantities of products sold directly from fishing vessels to consumers, provided that these do not exceed the value of EUR 50 per day. Any amendment to this threshold shall be adopted in accordance with the procedure referred to in Article 119.

9. Detailed rules for the application of this Article shall be adopted in accordance with the procedure referred to in Article 119.

⁵ The date of dispatch is mandatory in the food regulation and for the sake of legal clarity it would be valuable if it is included also here. However, the term is imprecise and the term delivery better reflects the change in ownership.

⁶ (1) Regulation (EU) No 1379/2013 of the European Parliament and of the Council of 11 December 2013 on the common organisation of the markets in fishery and aquaculture products, amending Council Regulations (EC) No 1184/2006 and (EC) No 1224/2009 and repealing Council Regulation (EC) No 104/2000 (OJ L 354, 28.12.2013, p. 1.)

⁷ It would be enough to have a), e) and f) for tracing back to the original lot/lots and further to the catches/harvests, and to have g) to share consumer information along the supply chain.