



Att. Charlina Vitcheva  
Director General for Maritime Affairs and Fisheries  
European Commission  
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Status: Approved by the LDAC Executive Committee

Date: 19<sup>th</sup> of May 2026

**Subject: Implementation of the new EU Fisheries Control Systems Regulation (EU) 2023/2842 and its implementing and delegated acts - Questions on application of provisions for EU external fleet**

Dear Director-General of Fisheries, Ms. Vitcheva,

First, we would like to thank the MARE services, and in particular the Fisheries Control Unit (D4), for their availability to organize a follow up dedicated coordination meeting on this subject with relevant Advisory Councils on 15<sup>th</sup> and/or 16<sup>th</sup> July in Brussels. At this meeting, MARE is expected to provide an update on the state of play of the implementation of the new Fisheries Control System as well as future calendar of meetings and next legislative steps.

From the LDAC, we wish to note that, despite this initiative, it has passed more than a year since the previous EC coordination meeting took place (5 February 2025) and the letter we sent you on 10 April 2025<sup>1</sup> remains unanswered.

Indeed, there are still quite a few questions relevant for the EU external fishing fleet which remain unresolved and for which we would appreciate a detailed answer both in written (response to this letter) and oral form (during a dedicated session of the Inter-AC workshop in July).

The present letter includes an update of those questions that are still relevant to the LDAC and require a response from your services.

### **General comments on the implementing and delegated acts of the Fisheries Control Regulation**

- The fishing sector remarks that both the listing of ports and weighing are two clear examples of implementing acts that are coming without taking into account the mandate of the Commissioner Kadis on promoting legislative simplification and enhancing competitiveness of the EU fleets. As such, to date there is no Omnibus Regulation that looks at the usefulness of MCS legislative provisions by not adding unnecessary additional regulatory and administrative burdens for operators and MS control authorities. The fishing industry clarifies that they do not oppose to the need of implementing acts but the Commission must be aware of its mandate and follow the proportionality principle.
- The NGO group acknowledges that the new EC Fisheries Control Regulation has been an important step forward and discussions should focus on the effective implementation of the existing rules and implementing regulations. Also, we would ask the EC to give an update on the evaluation of the CFP, including the cost-benefit analysis of the Control Regulation.

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<sup>1</sup> [https://ldac.eu/images/EN\\_LDAC\\_letter\\_on\\_Control\\_Reg\\_for\\_EU\\_external\\_fleet\\_10april2025.pdf](https://ldac.eu/images/EN_LDAC_letter_on_Control_Reg_for_EU_external_fleet_10april2025.pdf)

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## QUESTIONS OF RELEVANCE FOR THE LDAC – Legal basis: Regulation (EU) No 2023/2842

### 1. List of authorised ports in non-EU countries (arts 4-5)

The implementing Regulation (EU)2024/1474 was adopted in June 2024, but so far, there is not a published list of either EU ports (arts 2-3) or non-EU authorized ports (arts 4-5).

- Why are the third country ports still not listed after two years?
- What is the timeframe expected for publishing the list of authorised non-EU ports?
- Will the EU provide targeted financial and technical support, including through SFPAs and other cooperation instruments, to enable candidate ports to meet these requirements (e.g., ISO 17020 certification), and within what period?
- In terms of level playing field, how will the EU ensure that the requirements for port authorizations are proportionate and do not risk excluding ports in developing coastal States with equivalent requirements under their own legislation from participating in fisheries value chains linked to EU fleets?
- Does the Commission plan to propose a delegated act to exempt certain demersal stock catches from the separate stowage requirement, which is very important for the EU external fishing fleet?

### 2. Definition and implementation of risk assessment for REM/CCTVs (art 13)

The LDAC notes that EFCA has published in 2025 technical guidelines and specifications: <https://www.efca.europa.eu/en/content/technical-guidelines-and-specifications-implementation-remote-electronic-monitoring-rem-eu-2025>

- How are the risk assessment criteria going to be defined, and by whom (MARE, EFCA, or both)?
- How will these criteria be applied to identify high-risk fleet segments per fishing area?
- How will the costs and technical requirements associate with REM/CCTV systems be addressed for vessels operating under SFPAs, and what implications this might have for partner countries?
- How will data collected through such systems be shared with, or made accessible to, relevant coastal State authorities, in line with sovereignty and data governance considerations?
- How to ensure interoperability of REM systems and data sharing between different jurisdictions and authorities to solve issues such as access to footage (example of Scottish requirements on REM) or not imposing additional costs with different requirements for EU operators?
- Is there a timeline for adopting the implementing acts?

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### **3. Prior notification of landings in third country ports (art 19a)**

- Could you explain if the content of prior notifications has changed substantially with respect to the previous Fisheries Control Regulation (e.g., timing, etc.)?
- How is the EU collaborating with relevant control authorities/bodies in RFMOs where there are Control Joint Deployment Plans run by EFCA (e.g., IOTC)?
- Could the EU revised Fisheries Control Regulation requirements be eventually extrapolated to non-EU countries via, for example, negotiations within the RFMOs to promote a level playing field vis a vis non-EU operators operating in the same fishing grounds?
- What role will those coastal third countries play where SFPAs are in force? Will their protocols be amended/updated accordingly to cater for prior notification?
- How will these requirements be implemented in practice in third-country ports, particularly where administrative and technical capacities may be limited?

Some practical questions to elaborate a bit more on the administrative and capacity constraints are:

- How will the EU support third countries/coastal States to comply with these new requirements, including through capacity-building, technical assistance or financial support under SFPAs or other instruments?
- As this notification requirement applies only to EU flagged vessels that must report to their MS control authorities, how will the notification timing be coordinated between flag state and port state authorities in order to avoid creating extra burden to EU external fleets?

### **4. Weighing (art 60)**

- How will the EU ensure that the coming implementing act on weighing will strike a balance between administrative and operational burden, accuracy in catch reporting and additional MCS, while respecting the mandate from the Control Regulation?
- What will happen if third countries cannot provide independent weighers as they only have private operators?
- Could the Commission clarify how flexibility will be ensured for third countries where the availability of accredited independent weighers or certification bodies is limited?

### **5. Inspection of Forced labour linked to fishing activities (art 90)**

- What would the competence be from EU and Member States control inspectors on forced labour?
- How will responsibilities be shared or coordinated with coastal State authorities in third countries, particularly in cases where inspections take place outside EU waters?
- How these provisions will be linked with the Due Diligence and Forced Labour Regulations?

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We look forward to receiving your response, both/either in writing and/or through oral interaction at the forthcoming MARE stakeholder workshop on this topic foreseen for 16 July in Brussels.

Yours sincerely,



Alexandre Rodriguez  
LDAC Executive Secretary  
(on behalf of LDAC Executive Committee)

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