

2012 CAPE TOWN
AGREEMENT
**FISHING
VESSEL
SAFETY**

MR. MICHAEL KINGSTON

MS. HEIKE DEGGIM

MR. CAGRI KUCUKYILDIZ

MR. HJALTI HREINSSON

MR. JOSE CASADO



Fishing in numbers

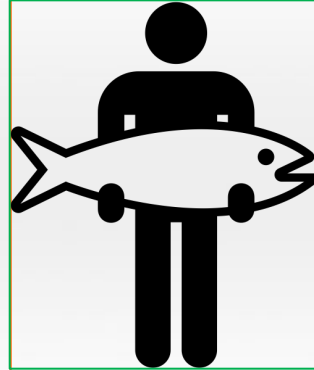


Fishing in numbers

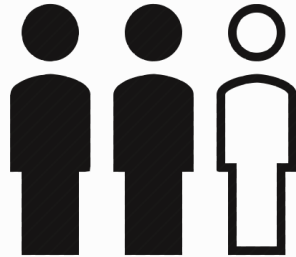


58 million capture and aquaculture

38 million people work in capture fisheries



40 % of the global fish production enters in international trade



Annual fatality rate in the fishing sector to **80 lives** lost per 100 000 fishers

All types of fishing vessels:

4.1 million



Fishing vessels of 24 m and above:

67 800



Fishing in numbers



New York American

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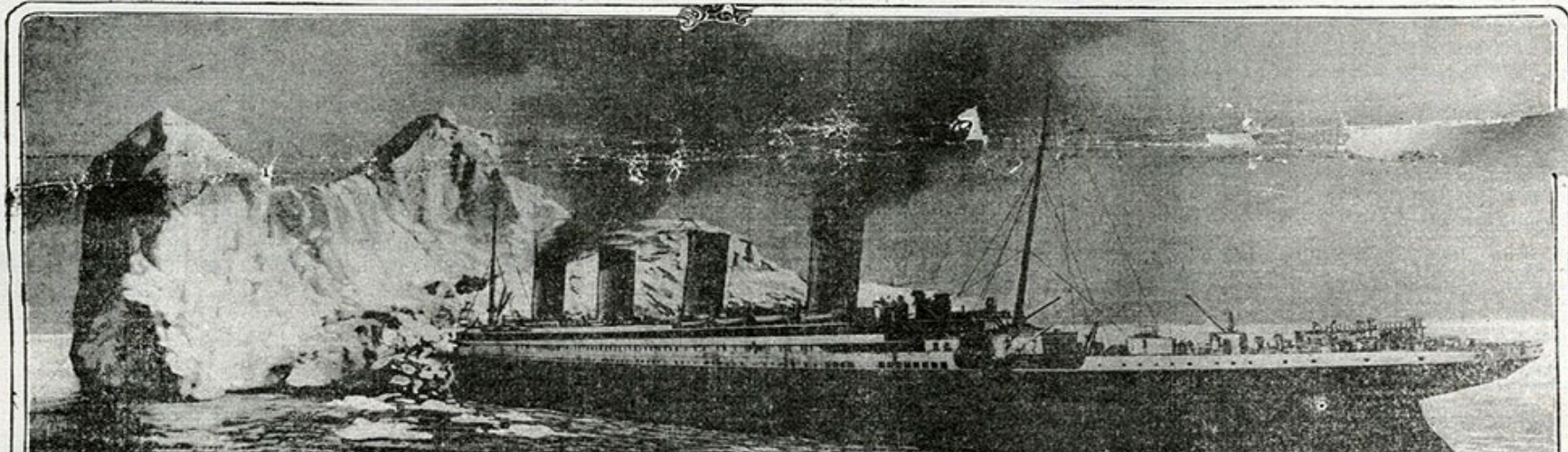
TUESDAY, APRIL 16, 1912. 16 PAGES

PRICE ONE CENT in Greater New York; Elsewhere, and Jersey City, TWO CENTS.

J. J. ASTOR LOST ON TITANIC 1,500 TO 1,800 DEAD

John Jacob Astor was among the passengers who went down with the ship, according to a wireless dispatch received by Bradstreets last night from the liner Olympic. Mrs. Astor was saved and is being brought to shore by the Carpathia.

The Wireless Operator at Cape Race, Newfoundland, Flashes: "Eighteen Hundred Lives Have Been Lost in the Wreck of the Titanic."



2012 Cape Town Agreement

ID CARD



Full name: Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

Adoption: 2012 **Status:** Not yet in force

No. of parties: 23 **Legal status:** Mandatory

Application: Fishing vessels of 24 meters in length and over

Area: EEZ, common fishing zones and high seas

Exemptions: Available, Member States can decide

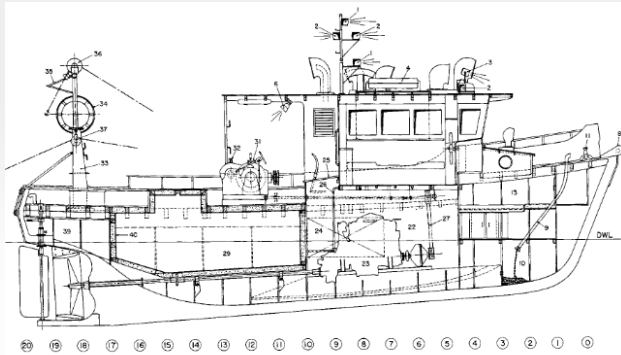
Gradual implementation: Available, 5 to 10 years

Publication: 2018 edition

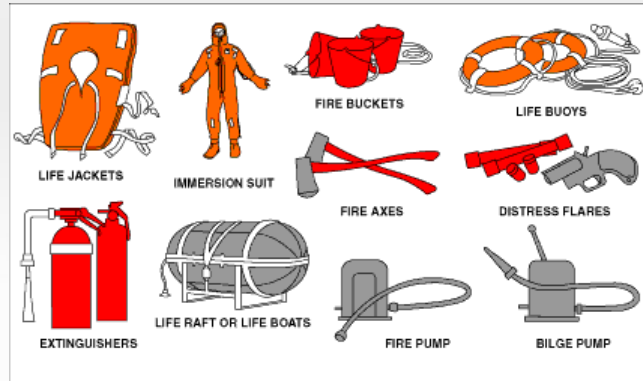
Excluded: Fish processing; sport or recreation; research and training; fish carriers

2012 Cape Town Agreement

Provides standards for fishing vessels on:



Design



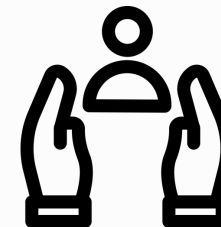
Equipment



Construction

Purpose:

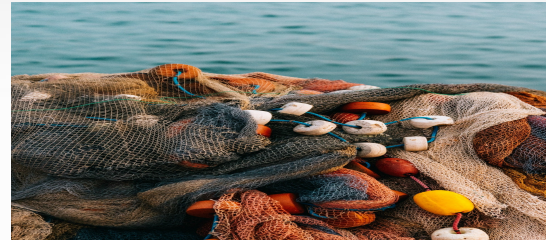
- ✓ Protect the safety of crew and observers
- ✓ Provide a level playing field for the industry by inspections



2012 Cape Town Agreement


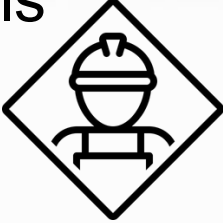

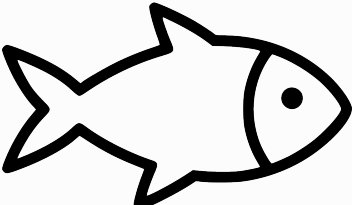
What is covered:

- ✓ Stability and associated seaworthiness
- ✓ Machinery and electrical installations
- ✓ Life-saving appliances
- ✓ Fire protection
- ✓ Radio-communications
- ✓ Vessel construction
- ✓ Navigational equipment
- ✓ Emergency procedures



2012 Cape Town Agreement

Major benefits

- ✓ Safety of fishing vessels and fishers 
- ✓ Protection of the marine environment 
- ✓ Inspection of fishing vessels 
- ✓ Port/Flag State control 
- ✓ Harmonization of international regulations
- ✓ Protection, conservation and management of oceans and fisheries
- ✓ Transparency in fisheries, suppressing IUU fishing and forced labour activities 

2012 Cape Town Agreement

What we expect after the entry into force:

- ✓ Global safety standards for fishing vessels
- ✓ Robust tool to ensure the safety of crew and observers
- ✓ Fishing operations are conducted safely, legally, transparently
- ✓ Less occupation for SAR assets
- ✓ Flag State and Port State inspections to monitor:
 - Safety of the vessel
 - Fishing operations against IUU fishing
 - Living conditions of the fishers
 - Competencies of the fishers
 - Protection of marine environment

Background and History

Evolution of the Agreement



Background and History

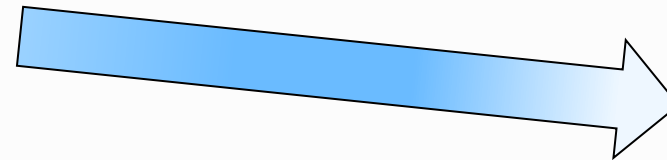
From the 93 Protocol to the 2012 Agreement

- Entry into force requirements eased
- Gross tonnage equivalency provision for ease of application when using length related provisions
- Progressive implementation
- Exemption provisions expanded to include vessels fishing in a common fishing zone or an exclusive economic zone
- Technical modifications on fire safety, life-saving appliances and radio communications



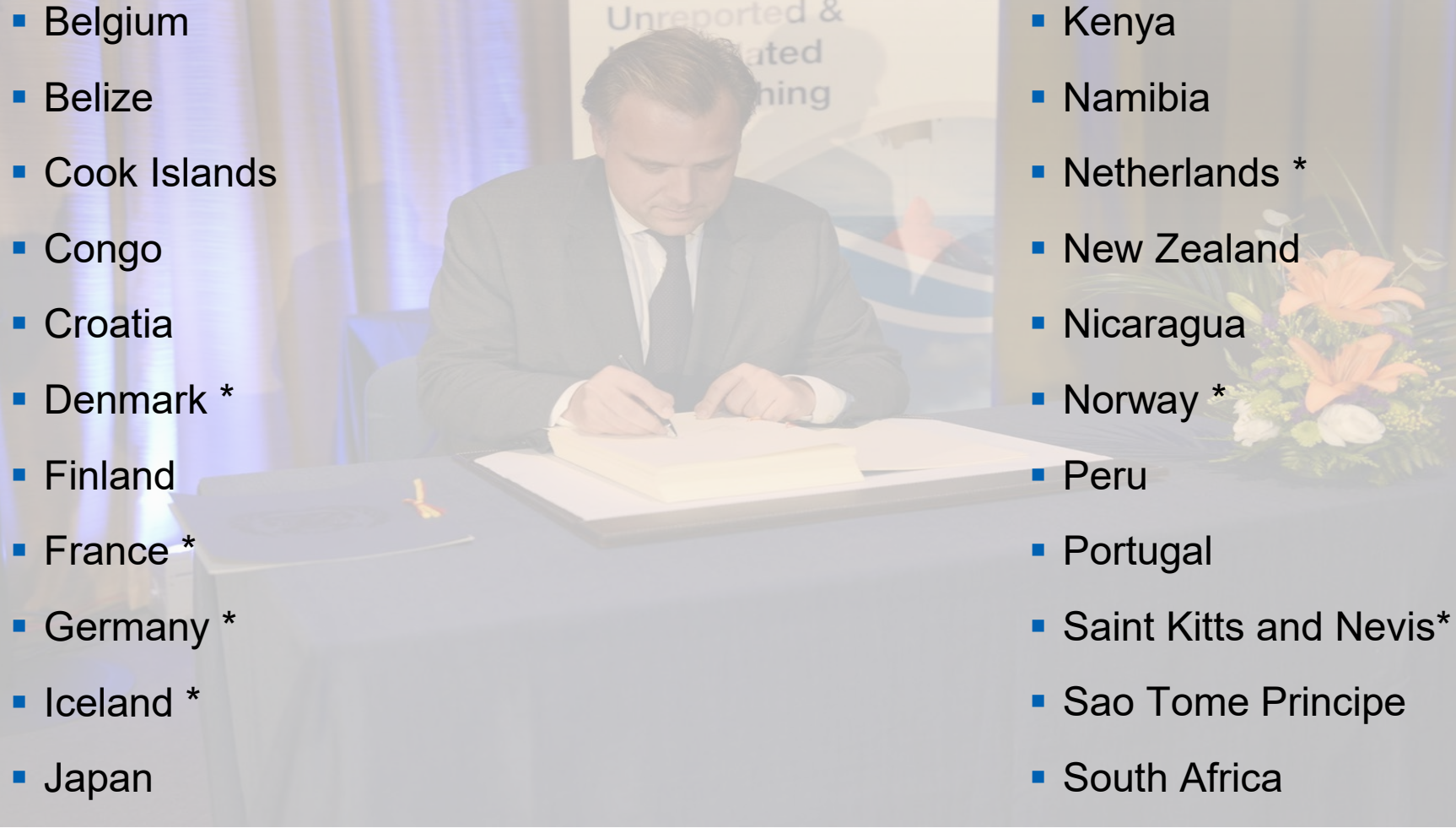
1993 Protocol

2012 Cape Town Agreement



Background and History


Ratifying States of the 2012 Cape Town Agreement

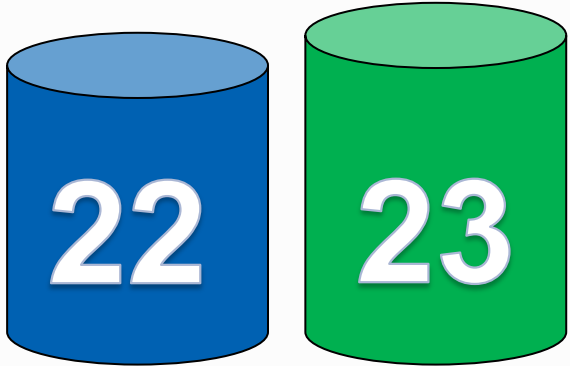
- 
- Belgium
 - Belize
 - Cook Islands
 - Congo
 - Croatia
 - Denmark *
 - Finland
 - France *
 - Germany *
 - Iceland *
 - Japan
 - Kenya
 - Namibia
 - Netherlands *
 - New Zealand
 - Nicaragua
 - Norway *
 - Peru
 - Portugal
 - Saint Kitts and Nevis*
 - Sao Tome Principe
 - South Africa
 - Spain*

2012 Cape Town Agreement

Entry-into-force criteria: 22 ratifications, aggregating 3,600 fishing vessels of 24 m and over operating on the high seas

Ratifications 

No. of fishing vessels \geq 24 m 



3,600

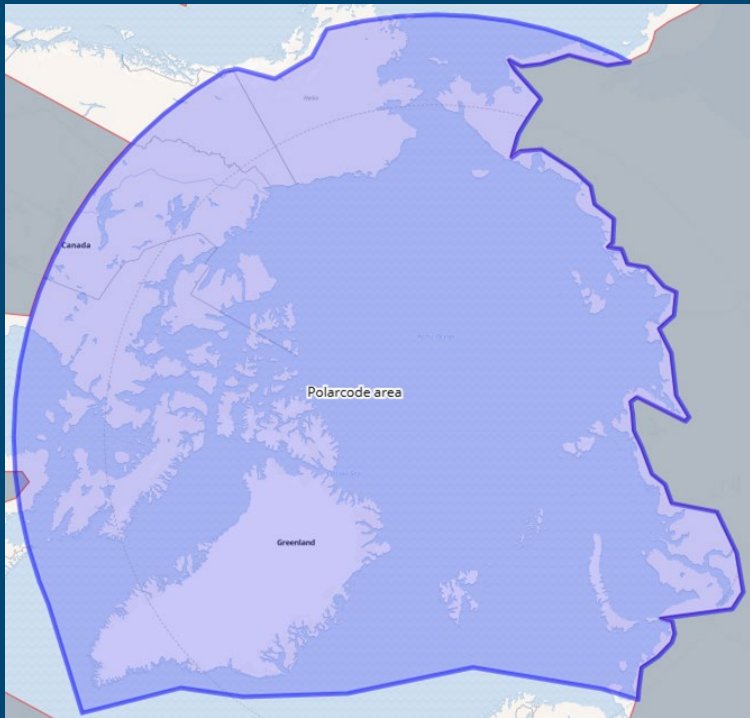


18

2,935

%82

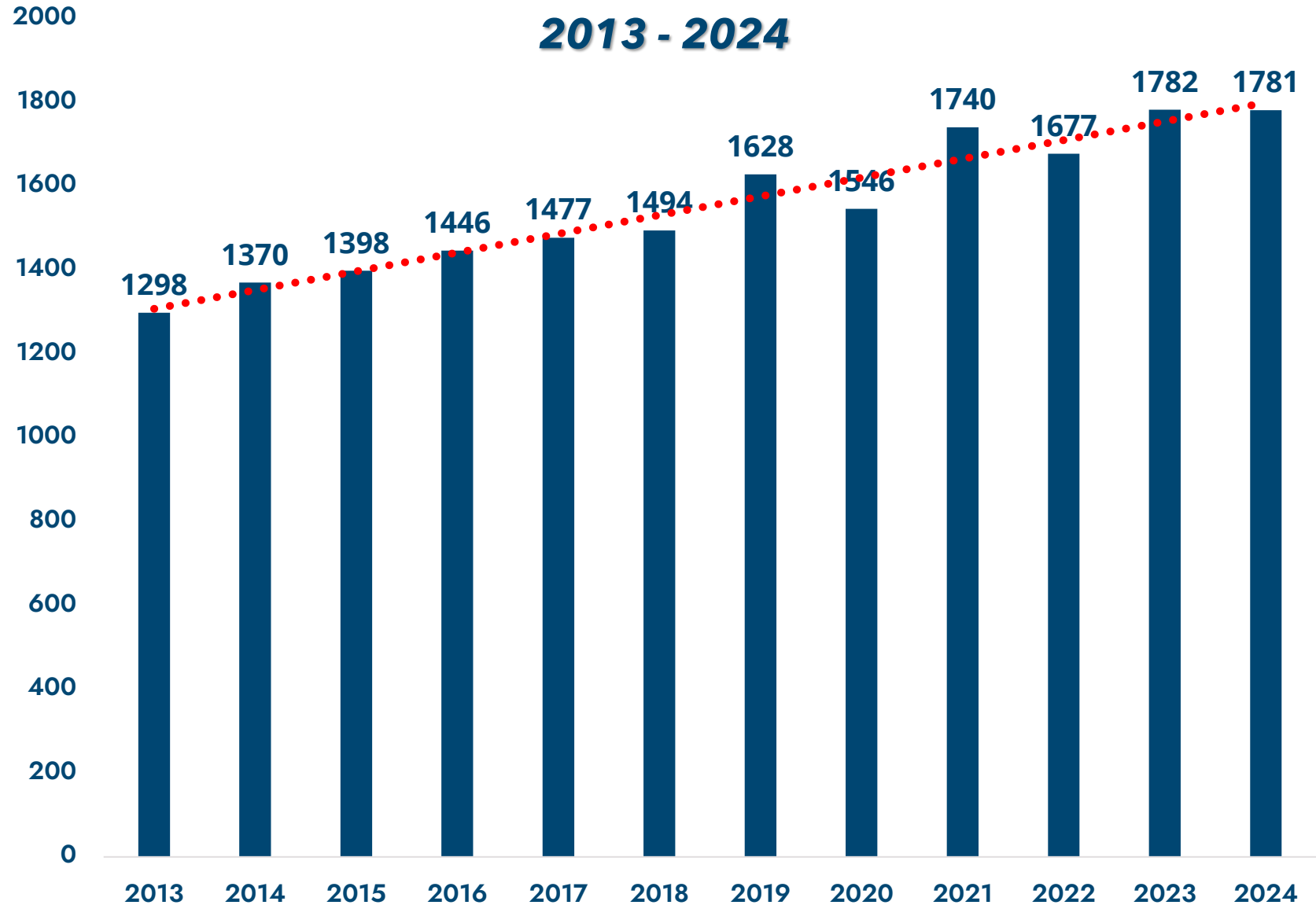
ARCTIC SHIPPING ANALYSIS



PAME
Protection of the Arctic Marine Environment

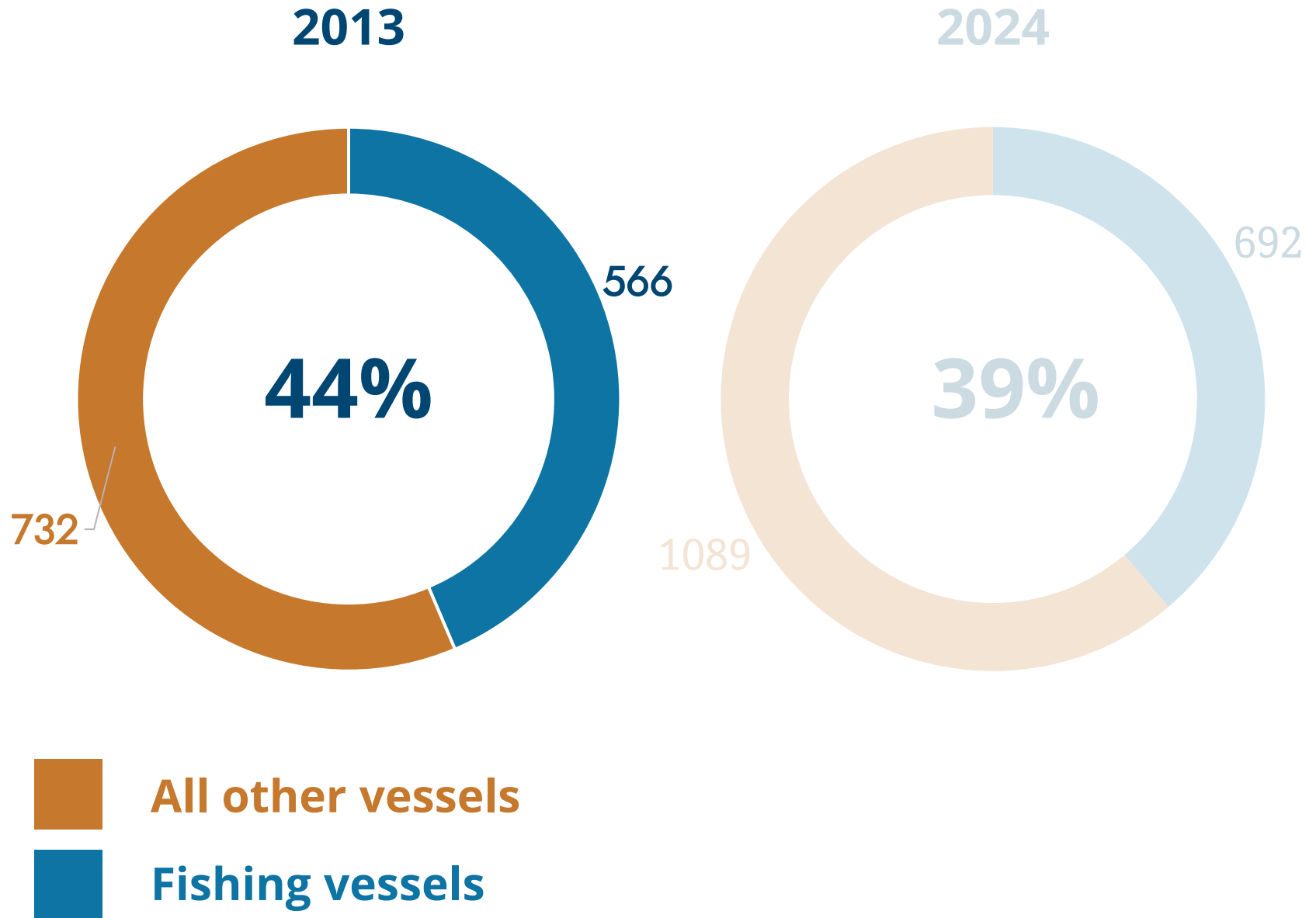
UNIQUE SHIPS ARCTIC POLAR CODE AREA

2013 - 2024



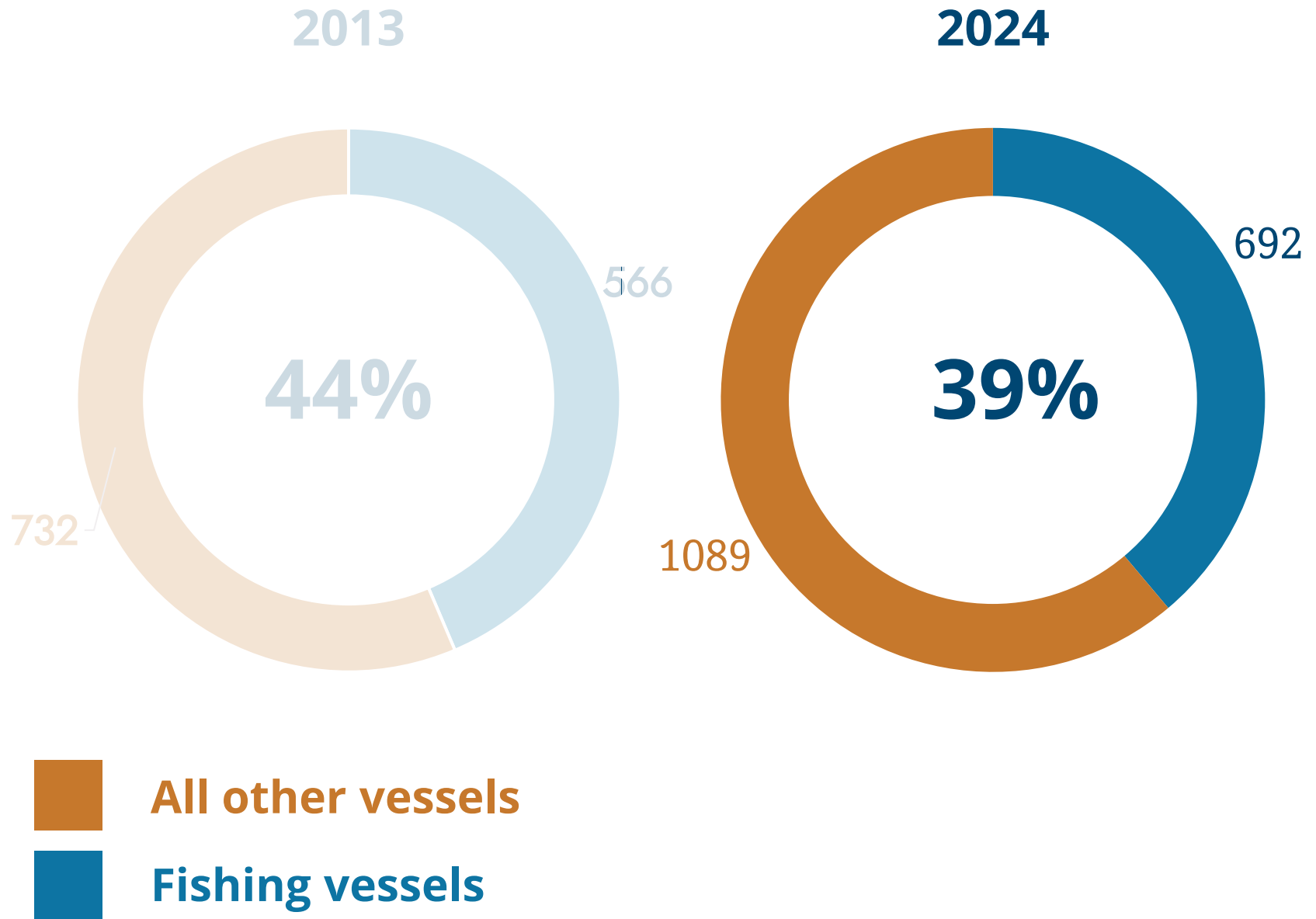
CTA PROJECT FISHING VESSELS IN THE ARCTIC

NUMBER OF SHIPS ARCTIC POLAR CODE AREA



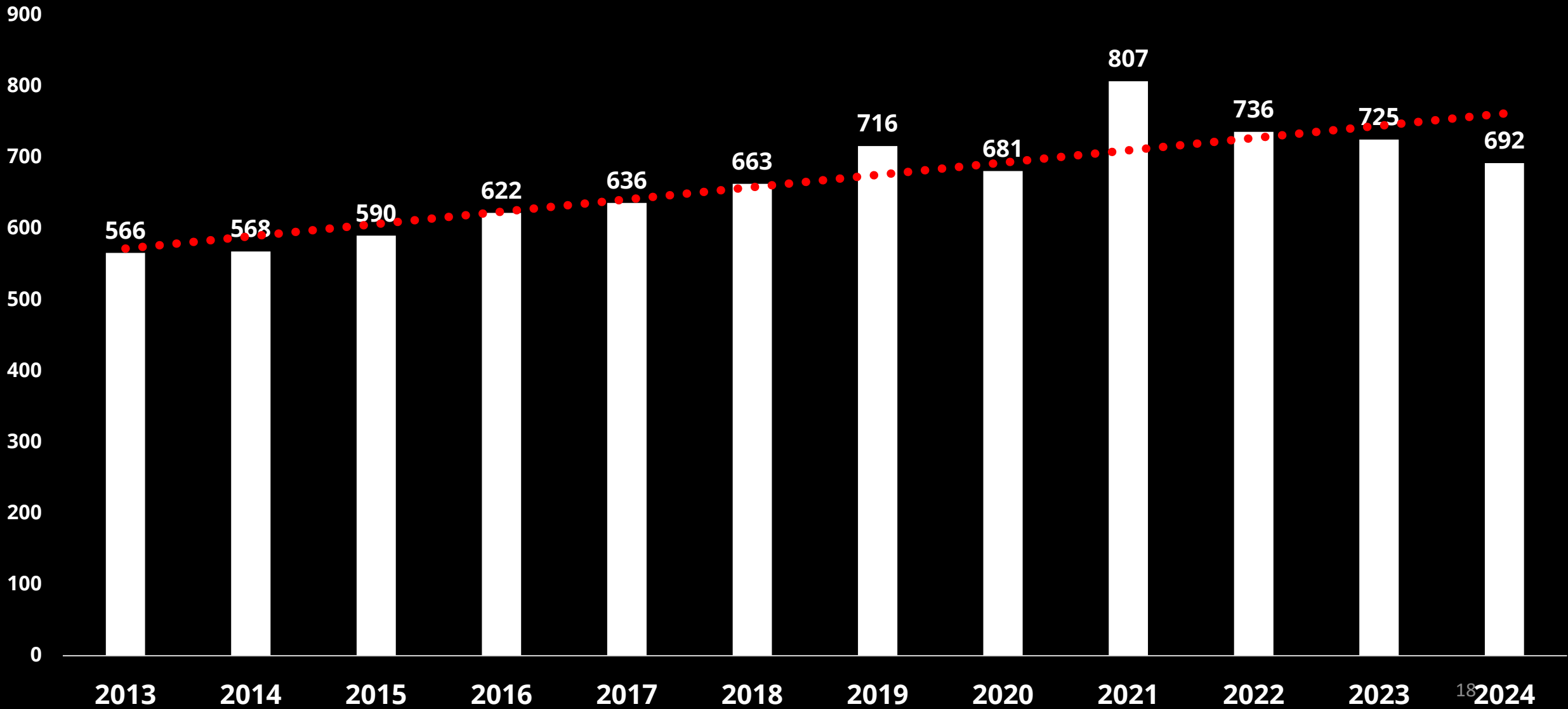
CTA PROJECT FISHING VESSELS IN THE ARCTIC

NUMBER OF SHIPS ARCTIC POLAR CODE AREA



UNIQUE SHIPS: FISHING VESSELS

ARCTIC POLAR CODE AREA



CTA PROJECT
FISHING VESSELS
IN THE ARCTIC

DISTANCE
SAILED
ARCTIC POLAR
CODE AREA

ALL VESSELS

2013	6.138.000 nm
2024	12.730.000 nm
INCREASE	107%

	2013	2024	% INCREASE
Fishing vessels	2.965.000 nm	5.446.000 nm	84%
All other vessels	3.173.000 nm	7.285.000 nm	130%

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FISHING VESSELS
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PAME CTA PROJECT RAISING AWARENESS OF THE 2012 CAPE TOWN AGREEMENT IN THE ARCTIC COUNCIL

PROJECT ACTIVITIES

- *To establish a Correspondence Group;*
- *Develop an Arctic Shipping Status Report (ASSR) on fishing vessel activities in the Arctic with its project co-leads;*
- *Develop a Summary Report that includes the findings from the ASSR Report, and highlights the provisions of the Cape Town Agreement for the Safety of Fishing Vessels, that includes:*
 - *Information on challenges Arctic States or Observer States may have had in ratifying the Agreement;*
 - *Information on national legislation that may be considered to cover wholly or partially the Agreement; and*
 - *An overview of such challenges and national legislative information with suggestions for a way forward.*
- *The summary report will be presented to PAME for consideration.*
- *Convene an online webinar for PAME Members and interested Arctic Council Working Groups where States share their experience, and challenges that may have been identified.*

ARCTIC COUNCIL AND CTA

MEMBER STATES

Arctic Council Member States	CTA STATUS
Canada	
Finland	Ratified
Iceland	Ratified
Kingdom of Denmark - Denmark - Greenland - Faroe Islands	Ratified Submitted vessels
Norway	Ratified
Sweden	
Russian Federation	
United States	

ARCTIC COUNCIL AND CTA

OBSERVER STATES

PAME
Protection of the Arctic Marine Environment

Arctic Council Observers States	CTA Status
France	Ratified
Germany	Ratified
Italy	
Japan	Ratified
The Netherlands	Ratified
People's Republic of China	
Poland	
Republic of India	
Republic of Korea	
Republic of Singapore	
Spain	Ratified
Switzerland	
United Kingdom	

TEMPLATE FOR CTA ARCTIC COUNCIL PROJECT

No.	Question	Yes / No / N/A or any text
1	On behalf of which State are you replying?	Spain
2	Are you a party to the Agreement?	Yes
3	If no, are you planning to ratify the Agreement and if so, when do you expect to do so (this is not a commitment but an estimation)?	-----
4	4a) For those that have not ratified, do you think your legislation is reflective of the provisions of the Agreement as of today?	-----
	4b) If not, is it less strict or stricter?	-----
	4c) Have you conducted a detailed comparative analysis?	-----
	4d) Do you think a model legislation would be helpful in drafting legislation that reflects the provisions of the Agreement.	-----
	4e) Do you think a regional/national/bilateral activity can help raise awareness towards ratification of the Agreement?	-----
	4f) How would you describe the issues briefly that hold back ratification?	-----
5	Would you like to take part in the work of the group that is developing draft implementation guidelines for the Agreement? State if you are already involved. To join the group please contact the coordinator Mr. Víctor Jiménez, Spain, (vjfernandez@mitma.es).	Already involved
6	6a) Does your national fishing fleet navigate in the Arctic region?	Yes
	6b) If so, what is the annual average traffic, i.e. how many vessels in average?	Authorized vessels: 24 Link here
	6c) Do you encounter problems related to IUU fishing?	Yes

Ministerial Conference

Torremolinos, Spain



#SafeFishingLegalFishing



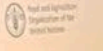
**SAFE FISHING
LEGAL FISHING**
#SafeFishingLegalFishing



**MINISTERIAL
CONFERENCE**
TORREMOLINOS, SPAIN
21-23 OCTOBER 2019



SUSTAINABLE DEVELOPMENT GOALS



INTERIM GUIDANCE TO ASSIST IN IMPLEMENTATION OF THE CAPE TOWN AGREEMENT OF 2012

ANNEX 5

DRAFT MSC RESOLUTION

INTERIM GUIDANCE TO ASSIST IN THE IMPLEMENTATION OF THE CAPE TOWN AGREEMENT OF 2012

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO that the International Conference on the Safety of Fishing Vessels, 2012 (the Conference) had adopted the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (the Agreement),

RECALLING FURTHER that the Conference, when adopting the Agreement, requested the Organization to intensify its efforts to provide Parties and Member States with the assistance they may need in implementing the Agreement,

RECOGNIZING that the entry into force and implementation of the Agreement will make a significant contribution to the safety of fishing vessels,

RECOGNIZING ALSO the need to provide guidance for a unified implementation to those States that have already become Parties to the Agreement or are in the process thereof,

RECALLING resolution A.1186(33) on the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2023*, which provides guidance for conducting surveys required by relevant IMO instruments,

HAVING CONSIDERED, at its [...]th session, the recommendation made by the Sub-Committee on Implementation of IMO Instruments, at its tenth session,

1 ADOPTS the Interim Guidance to assist in the implementation of the Cape Town Agreement of 2012 (the Interim Guidance), set out in the annex to the present resolution;

2 INVITES Parties and Member States concerned to:

- .1 follow the Interim Guidance on how to comply with the requirements set forth in the Agreement for a harmonized implementation;
- .2 consider its provisions when developing national legislation governing fishing vessel safety;
- .3 consider establishing appropriate measures in order to ensure that compliance of existing fishing vessels with the relevant requirements of the Agreement is documented, as appropriate; and
- .4 consider paying particular attention to the case where a flag State has a pre-existing safety standard which is higher than the CTA and, in such circumstances, the higher national standards should be retained for that State.

THANK YOU FOR YOUR ATTENTION



www.imo.org
fvs@imo.org



Fatalities at sea: Iceland (1971-2024)

Safety Investigation Authority, SIA-Iceland.

