

Polar Maritime Seminar

Panel Session 10

Improving Safety, Reducing Risk, And Protecting Our Search And
Rescue Services

London, 31 October - 1 November 2022

Michael Kingston - Moderator
Managing Director, Michael Kingston Associates
IMO Consultant



INTERNATIONAL
MARITIME
ORGANIZATION



MINISTERIAL
CONFERENCE
TORREMOLINOS, SPAIN
21-23 OCTOBER 2019

SAFE FISHING
LEGAL FISHING



Michael Kingston

Michael Kingston Associates



- **Managing Director, Michael Kingston Associates**
- **Fishing and Merchant Seafaring family history**
- **IMO Consultant**
- **Represented International Union of Marine Insurance on Polar Code**
- **Special Advisor to Arctic Council Protection of the Arctic Marine Environment Working Group (PAME)**
- **Government and Industry Advisor on International Regulatory Implementation adopting a Collaborative Approach**

Importance of implementing the Cape Town Agreement



- Safety of Fishing Vessels
- Safety of Crew
- Protection of the Environment
- Protection of our rescue services
- Protection of Society – Food Security



THE PEW CHARITABLE TRUSTS



IMO and the Nautical Institute
POLAR MARITIME SEMINAR
31 October – 1 November 2022

Introduction to the 2012 Cape Town Agreement for the safety of fishing vessels

Your speaker



Ari Gudmundsson
Consultant,
The Pew Charitable Trusts



Background

Fishing: one of the most dangerous occupations in the world

Annual global fatality rate: > 80 fatalities/100 000 fishers per year

1977 Torremolinos Convention

first-ever international treaty on fishing vessel safety

1993 Torremolinos Protocol

2012 Cape Town Agreement



The 10 chapters of the Agreement



I. General Provisions



VI. Protection of the crew



II. Construction, watertight integrity and equipment



VII. Life-saving appliances and arrangements



III. Stability and associated seaworthiness



VIII. Emergency procedures, musters and drills



IV. Machinery and electrical installations and periodically unattended machinery spaces



IX. Radiocommunications



V. Fire Protection, Fire Detection, Fire Extinction and Fire Fighting



X. Shipborne navigational equipment and arrangements

Application: Vessel type



Industrial fishing vessels (mainly new vessels)



Does not apply to vessels used:

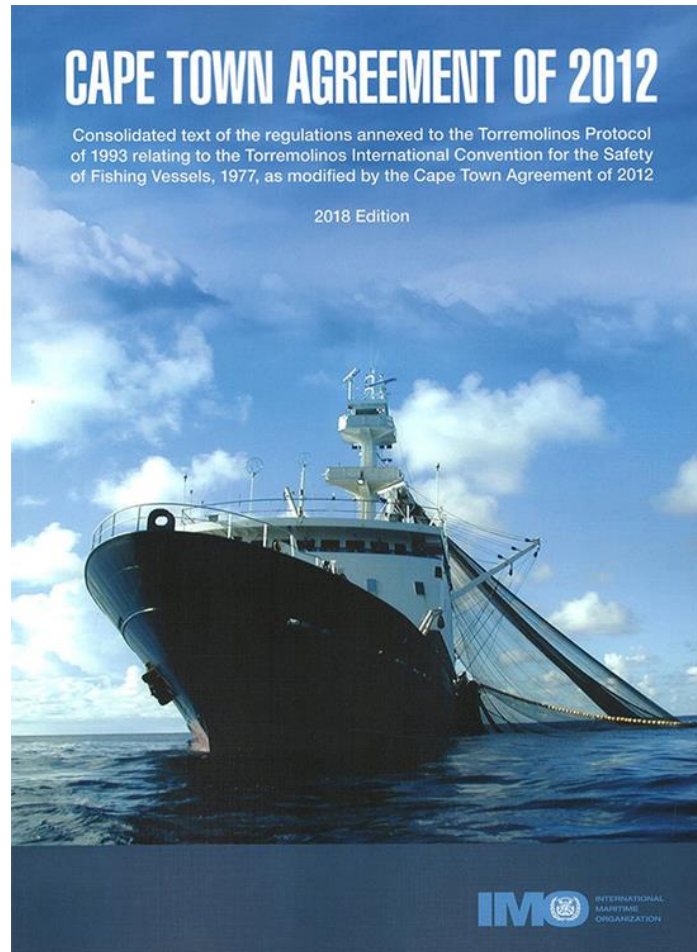
- for sport or recreation;
- for processing;
- for research and training; and
- for fish carriers



... and not to small vessels!



Application: Vessel size



Fishing vessels ≥ 24 m

However, requirements concerning the following items do NOT apply to vessels < 45 m:

Machinery

Fire safety

Life-saving appliances

Radiocommunications

Directive 97/70/EC implements the provisions of the 1993 Torremolinos Protocol into EU law and fills in the gap for vessels between 24 and 45 m in length

Basis for measurement: Gross tonnage/Length equivalents



The Administration may decide to use **gross tonnage** (GT) in place of vessel length (L) as the basis for measurement



The following GT/Length equivalents apply:

⇒ **300 GT** is equivalent to **24 m**

⇒ **950 GT** is equivalent to **45 m**



For those States, the Agreement **will not apply** to vessels < **300 GT**

Existing vessels & “progressive implementation”



Application to existing vessels: **only chapters VII, VIII, IX and X**
and for vessels of the size shown below



The implementation period **starts from the time when the Agreement enters into force for the flag State**

Chapter	Vessel size	Time to implement
Chapter VII Life-saving appliances (only handheld VHF and radar transponders)	≥ 45 m (or ≥ 950 GT)	Up to 5 years
Chapter VIII Emergency procedures	≥ 24 m (or ≥ 300 GT)	Up to 5 years
Chapter IX Radiocommunications	≥ 45 m (or ≥ 950 GT)	Up to 10 years
Chapter X Navigational equipment	≥ 24 m (or ≥ 300 GT)	Up to 5 years



Exemptions



Several options to exempt vessels from the requirements of the Agreement



Administration may, for example, exempt **any vessel from any of the requirements**, provided the vessel is not operating on the high seas



Benefits of entry-into-force: examples

- **Coastal States:** improved safety for their nationals, i.e. crew and fisheries observers, working on board foreign-flagged vessels, as well as for SAR services
- **Flag States:** international safety standards for the national fishing fleet
- **Port States:** improved safety of foreign-flag vessels entering their ports and increased likelihood that IUU fishing practices will be identified
- **Market States:** assurance to consumers that conditions for the people, catching their seafood, are safe and decent. EU as the world's biggest seafood market is in a good position to ensure that imported seafood comes from safe vessels

How to calculate the number of fishing vessels to be sent to IMO



Entry into force criteria: **22 States** + **3 600 fishing vessels \geq 24 m**



Each State provides IMO with the number of their fishing vessel \geq 24m



Resolution MSC.364(92) provides a procedure for calculating this number



If not available, IMO will request numbers from FAO Compliance Agreement database



If also not available, IMO will obtain information from international maritime databases, such as IHSM and GISIS

How to calculate the number of fishing vessels to be sent to IMO



Is there a simple way for the State to calculate the number to be declared?



As a minimum, the number of existing vessels $\geq 24\text{m}$, with an IMO Number



with the understanding that such vessels are fit, from a safety perspective, to operate on the high seas



If not available, States are encouraged to contact GISIS@imo.org, and IMO will consult international maritime databases, and calculate the number of fishing vessels according to established practices



All seagoing fishing vessels $\geq 24\text{m}$, which are certified in accordance with Directive 97/70/EC, are fit, from a safety perspective, to operate in all waters and should, therefore, be counted in the total number to be communicated to IMO

Phased implementation: summary

Chapter		Application ¹⁾				
		New vessels ²⁾		Existing vessels		
		24-45 m or 300-950 GT	≥45 m or ≥950 GT	24-45 m or 300-950 GT	≥45m or ≥950 GT	Time to implement after entry into force
I	General	✓	✓	✓	✓	0 years
II	Construction	✓	✓	✗	✗	N/A
III	Stability	✓	✓	✗	✗	N/A
IV	Machinery	✗	✓	✗	✗	N/A
V	Fire safety	✗	✓	✗	✗	N/A
VI	Crew protection	✓	✓	✗	✗	N/A
VII	Life-savings appliances	✗	✓	✗	✓ ³⁾	≤ 5 years
VIII	Emergency procedures	✓	✓	✓	✓	≤ 5 years
IX	Radio- communications	✗	✓	✗	✓	≤ 10 years
X	Navigational equipment	✓	✓	✓	✓	≤ 5 years

**In addition:
a wide range
of exemption
options**

- 1) Either GT or vessel length (L) is used as the basis for measurements for all chapters
- 2) A new vessel is a vessel built after the entry into force of the CTA
- 3) Apply only to hand-held VHF's and radar transponders

Examples of CTA requirements relevant for fishing vessels operating in polar waters



Chapter II – Construction: Strengthened hull (Reg. II/1(2); and Freeing ports designed to restrict ice accretion (Reg. II/14(7))



Chapter III – Stability: Operating conditions (Reg. III/7(3)(b); and Ice accretion (Reg. III/8)



Chapter V – Fire safety: Fire mains to be designed to hinder frost damage (Reg. V/18(1)(c)); and Protection of means of escape against ice accretion (Reg. V/33(1)(b)(ii))



Chapter VIII – Emergency procedures: Training (Reg. VIII/4)
1993 SFV Conf. Guidance: 2: Ice accretion; 6 Freezing of fire mains
FV Safety Code, Appendix 10: Vessel's endurance in conditions of ice formation
Polar Code, Part I-A, Chapter 9 – Safety of Navigation: **New requirements?**



THE PEW CHARITABLE TRUSTS

شكرا!

谢谢!

Thank you!

Merci !

¡Gracias!

Спасибо

STATUS OF THE 2012 CAPE TOWN AGREEMENT

Polar Maritime Seminar
(1 November 2022)

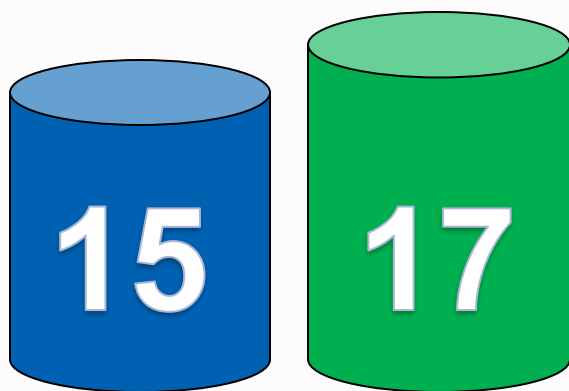


1993 Torremolinos Protocol

Entry-into-force criteria: 15 ratifications, aggregating 14,000 fishing vessels of 24 m of length and over

Ratifications 

No. of fishing vessels > 24 m 



%23


1993 Torremolinos Protocol


Ratifying States

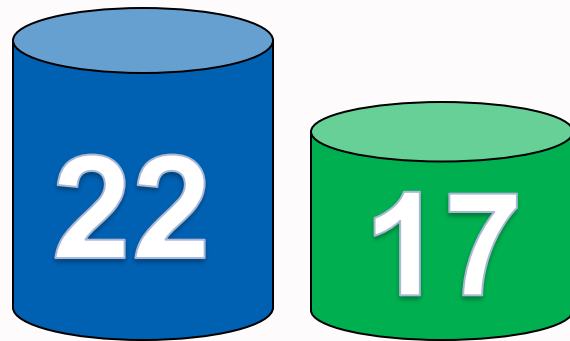
- Bulgaria
- Croatia
- Cuba
- Denmark
- France
- Germany
- Iceland
- Ireland
- Italy
- Kiribati
- Liberia
- Lithuania
- Netherlands
- Norway
- Saint Kitts and Nevis
- Spain
- Sweden

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 > 24 m 



%77



3,600



1,925

%53

2012 Cape Town Agreement

Ratifying States

- Belgium
- Cook Islands
- Congo
- Croatia
- Denmark *
- Finland
- France *
- Germany *
- Iceland *
- Kenya
- Netherlands *
- Norway *
- Peru
- Saint Kitts and Nevis*
- Sao Tome Principe
- South Africa
- Spain*

Torremolinos Declaration

- Argentina, Bangladesh, Belgium, Belize, Bulgaria, Central African Republic, Chile, China, Congo (Republic of), Cook Islands, Costa Rica, Croatia, Democratic Republic of the Congo, Denmark, Ecuador, Fiji, Finland, France, Gabon, Germany, Ghana, Guinea (Republic of), Guinea Bissau, Iceland, Indonesia, Ireland, Kiribati, Lebanon, Liberia, Marshall Islands, Mozambique, Namibia, Netherlands, New Zealand, Nicaragua, Nigeria, Norway, Panama, Papua New Guinea, Peru, Poland, Portugal, Republic of Korea, Sao Tome and Principe, Sierra Leone, South Africa, Spain, Togo, Uganda, United Kingdom, Vanuatu



Looking ahead...

- Interagency cooperation among FAO, ILO and IMO (FAO/ILO/IMO Working Group on IUU Fishing).
- To further encourage ratification of the Agreement, the IMO Assembly (A 29) adopted resolution [A.1107\(29\)](#).
- A 31 requested the Secretary General to monitor the ratification and identify capacity-building needs.
- [A.1161\(32\)](#) on the Entry into force and implementation of the 2012 Cape Town Agreement.
- Draft implementation guidelines submitted to III 8 ([III 8/17/1](#)) and MSC 106 will discuss a new output.

Looking ahead...



<https://sway.office.com/pGZcJtkSuHNxDzy5>

Guidelines for fishing vessels in Polar Waters (MSC.1/Circ.1641)

- Approved in May 2021
- Safety of fishing vessels operating in the polar regions
- Applies to fishing vessels of 24 m and above
- Aligns with the provisions of the 2012 Cape Town Agreement



Thank you for your attention



www.imo.org

Your speaker: **ANDRES GALVAN**



- Naval architect working in leading Spanish companies of the national and international shipbuilding sector .
- Maritime safety inspector and land transport inspector of the Spanish Administration, participating in different EU training programs and projects.
- Advisory member of the General Secretariat of Transport of the Spanish Ministry of transport.
- Representative of Spain in different PAME – ARCTIC COUNCIL fora.
- Representative of Spain in EQUASIS.
- **Since 2018, maritime affairs Attaché to the IMO. Embassy of Spain in London.**

The Polar Maritime Seminar,

Co-sponsored by IMO and The Nautical Institute

The purpose of the Seminar is to provide an update on Polar shipping developments, including vessel activity trends, regulations and governance, Polar navigational safety, training, Arctic Indigenous Peoples' perspectives, and insurance and inspections.

Panel 10: Fishing Vessel Safety

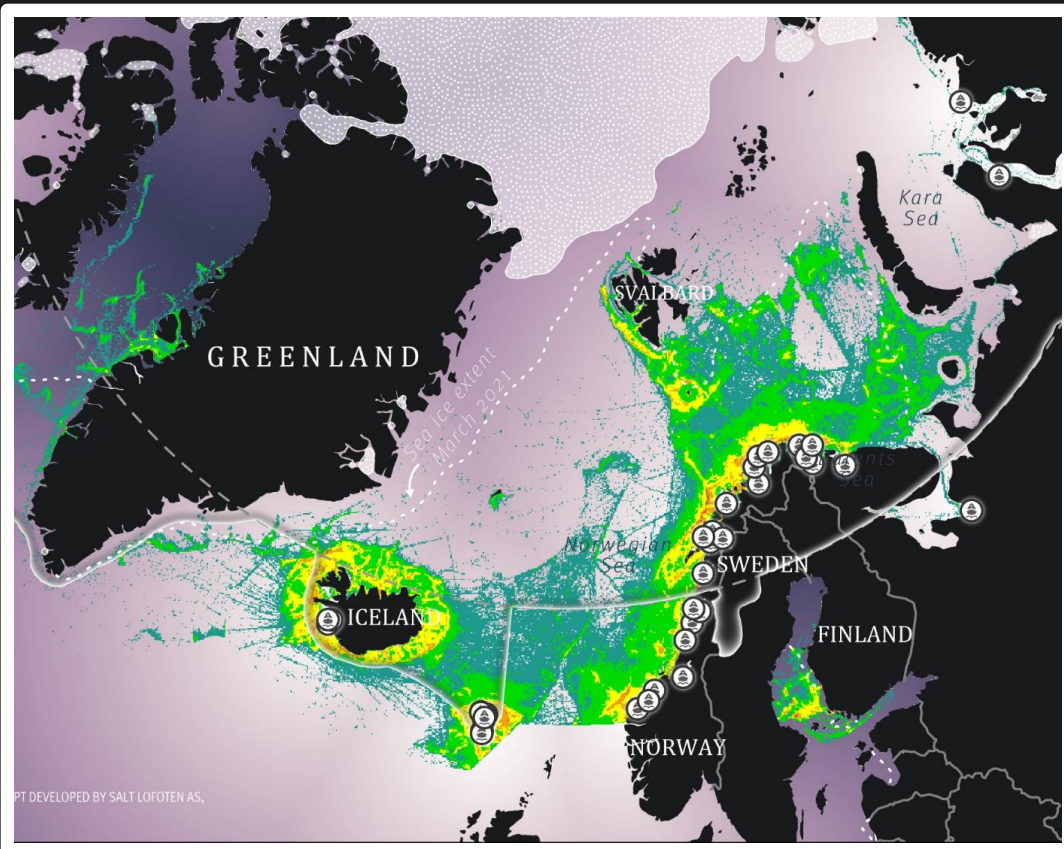
- *Moderator: Mr. Michael Kingston, Consultant, IMO*
- *Speaker: Andrés Galván, Maritime Affairs Attaché of Spain to IMO*

This Presentation

- “Relevant projects in progress to promote and accelerate the ratification of the Cape Town Agreement”

The total number of fishing vessels in the world is estimated at around 4.6 million. Most of these are small vessels. Some 64,000 fishing vessels of 24 meters in length and over operate in marine waters.

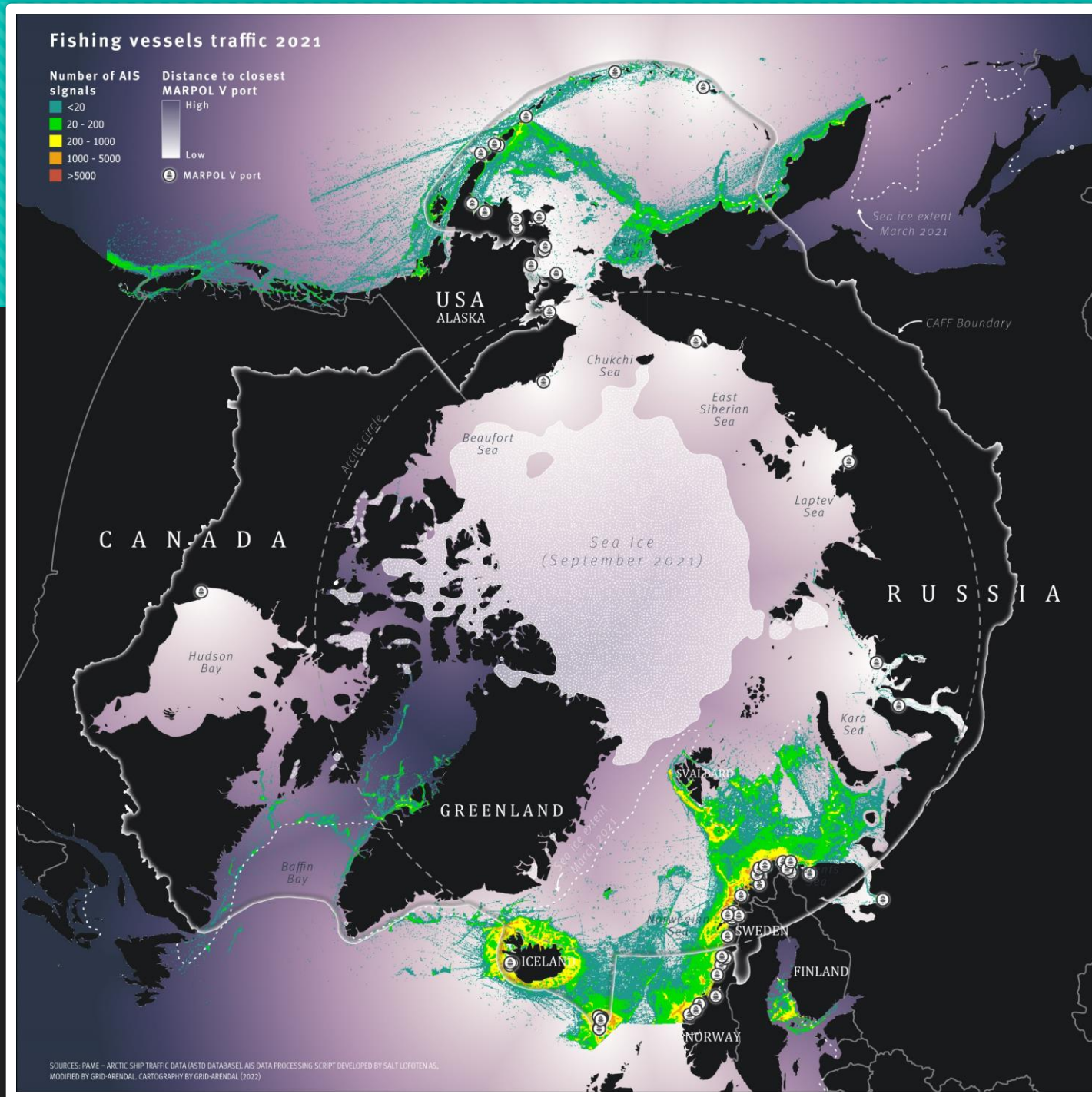
FISHING VESSELS IN ARCTIC CONTEXT



- ❑ 25% INCREASE IN FISHING VESSELS IN THE ARCTIC (2013-2020)
- ❑ FISHING VESSELS ARE BY FAR MOST FREQUENT VESSEL TYPE IN THE ARCTIC OVER 40% OF THE TOTAL AMOUNT OF OTHER KIND OF VESSELS
- ❑ FISHING VESSELS IS THE MOST FREQUENT ACCIDENT VESSEL TYPE IN THE ARCTIC
- ❑ **THERE IS NO A COMPLETE BINDING INTERNATIONAL REGULATION IN FORCE**

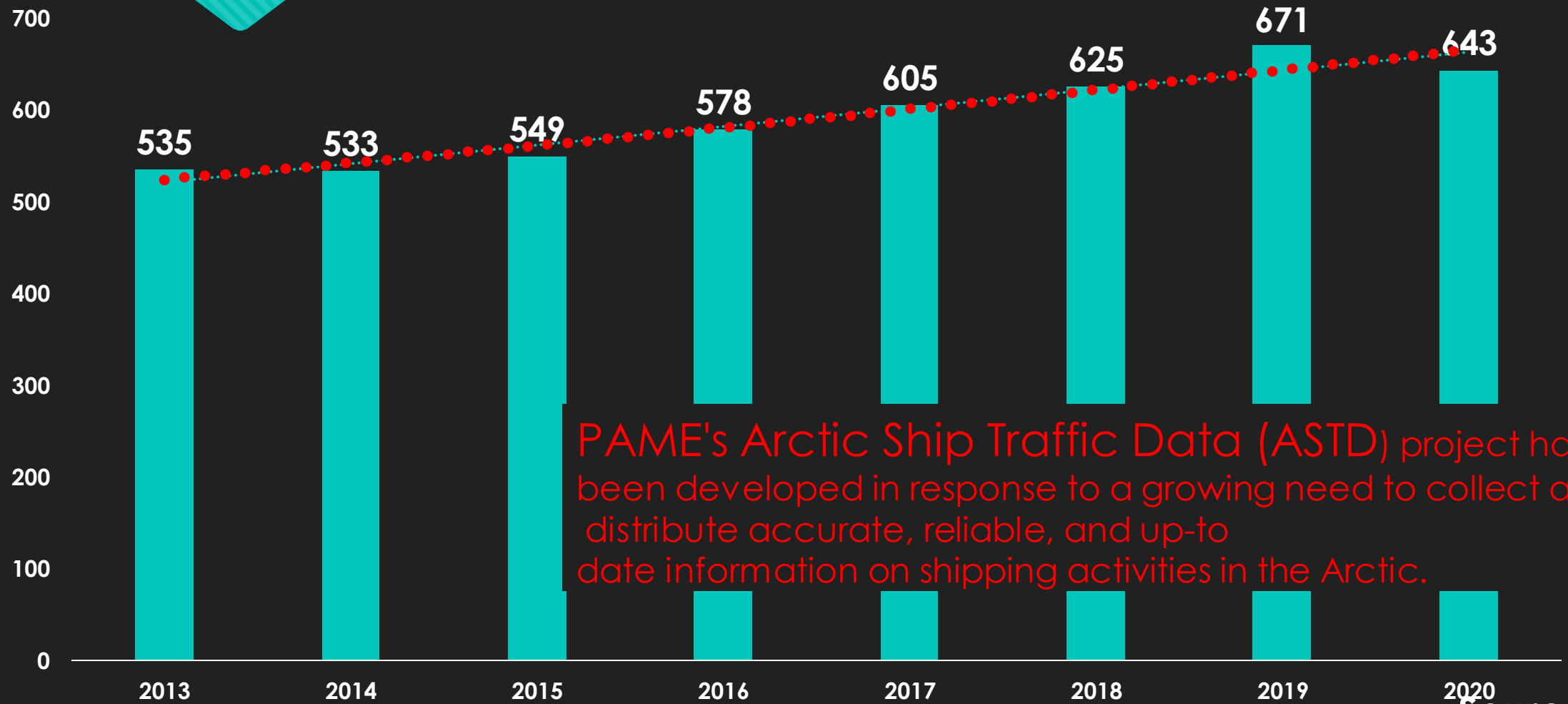
NEW ANALYSIS

- Map of all fishing vessels in the Arctic in 2021
- Produced by GRID-Arendal for PAME
- Will be used in the CTA work and other PAME work, including on marine litter with regards to abandoned and lost fishing gear (ALDFG)



25% INCREASE IN FISHING VESSELS IN THE ARCTIC FROM 2013 to 2020

Unique Fishing Vessels in the Polar Code area: 2013-2020

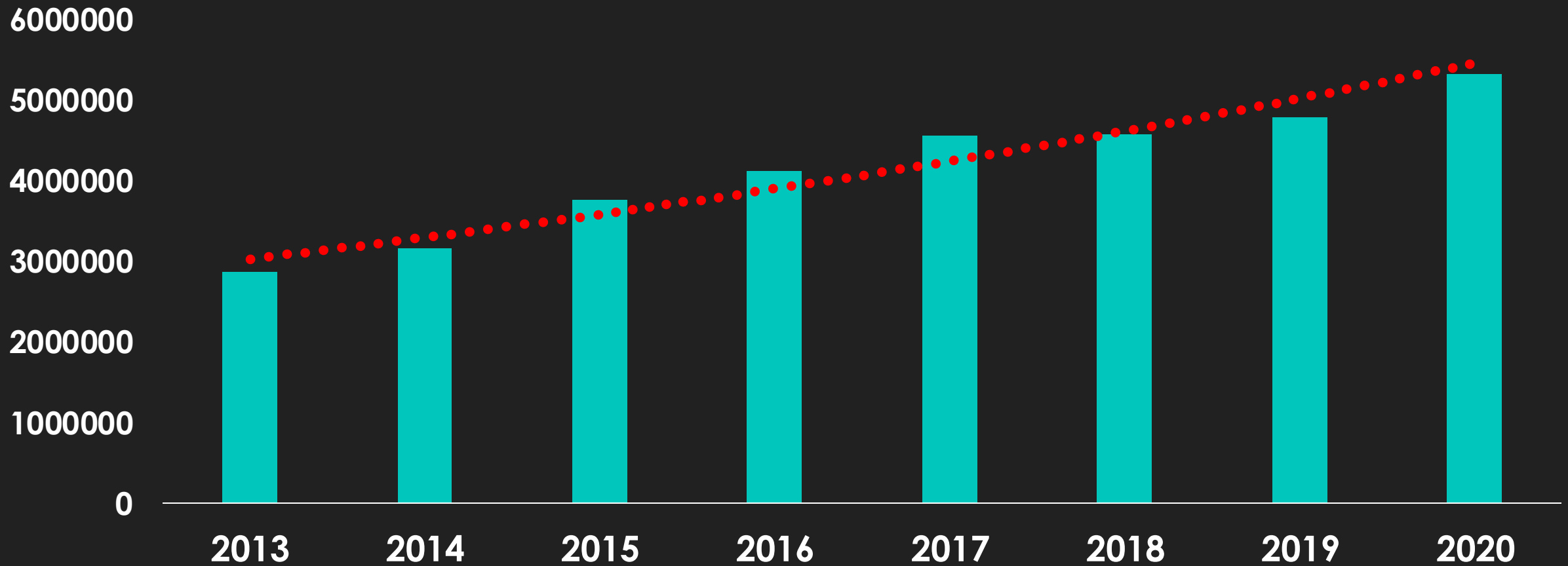


PAME's Arctic Ship Traffic Data (ASTD) project has been developed in response to a growing need to collect and distribute accurate, reliable, and up-to-date information on shipping activities in the Arctic.

85% Increase in Distance Sailed 2013 to 2020

Source: ASTD

Fishing vessels: Arctic Polar Code Area 2013-2020



FISHING VESSELS: DOMINANT IN THE ARCTIC

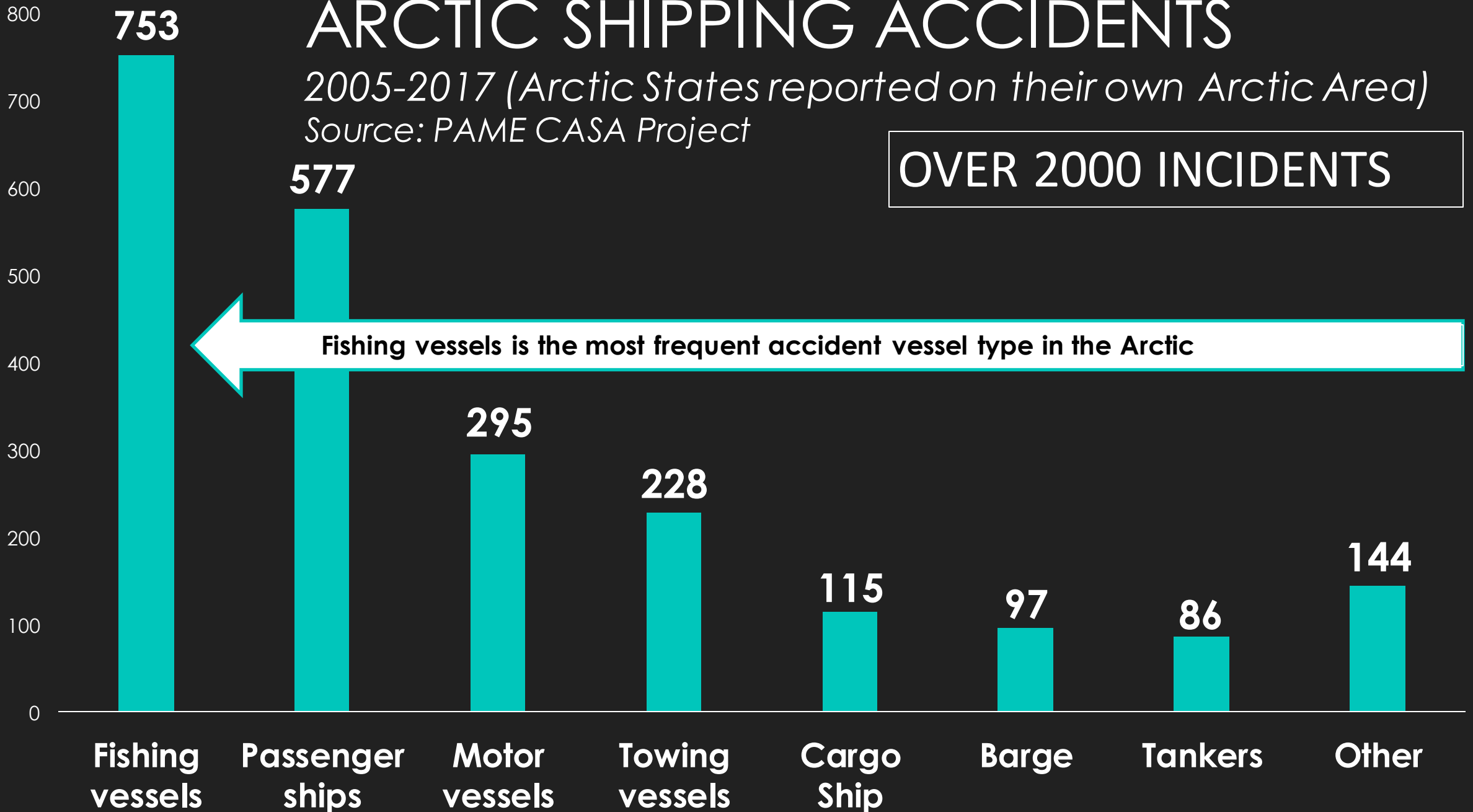
- Fishing vessels are over 40% of all ships in the Arctic
- Fishing vessels sail more nautical miles in the Arctic than any other ship type – 45%

ARCTIC SHIPPING ACCIDENTS

2005-2017 (Arctic States reported on their own Arctic Area)

Source: PAME CASA Project

OVER 2000 INCIDENTS



NO BINDING INTERNATIONAL REGULATION IN FORCE FOR FISHING VESSEL SAFETY !

THE 2012 CAPE TOWN AGREEMENT



- Fishing is one of the most dangerous professions in the world.
- CTA will improve safety of life at sea for fishers worldwide, including in Polar waters, as well as having other benefits.

FISHING REGULATORY FRAME.

The four pillars

- IMO's 2012 Cape Town Agreement (**not yet in force**)
- IMO's STCW-F Convention on training of fishers – it **entered into force in 2012**.
- ILO's Work in Fishing Convention 2007 (Convention No. 188) **entered into force on 16 November 2017**. It sets minimum requirements for work on board including hours of rest, food, minimum age and repatriation.
- FAO's Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (PSMA), 2009, which **entered into force in 2016**. It seeks to prevent, deter and eliminate IUU fishing through the adoption and implementation of effective port State measures.

TIME TO ACT!

11 October 2022 (tenth anniversary of the adoption of the Agreement).

2012 Cape Town Agreement
**SAFE, SUSTAINABLE
& LEGAL FISHING**

10 reasons to ratify the 2012 Cape Town Agreement.

TIME TO ACT

In 2019, more than 50 States committed to ratify the 2012 Cape Town Agreement by 11 October 2022.
Now is the time to act!

IIMO



CURRENT STATUS OF 2012 CAPE TOWN AGREEMENT

The treaty will enter into force 12 months after at least 22 States, with an aggregate 3,600 fishing vessels of 24 m in length and over operating on the high seas have expressed their consent to be bound by it.

17/22
STATES

1925/3600
VESSELS

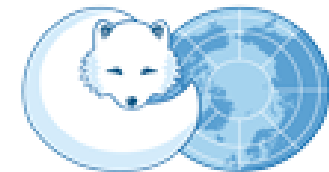
Ongoing international projects:

- ❑ PAME's CAPE TOWN AGREEMENT PROJECT
- ❑ Group of interesting parties drafting guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement, set up at MSC102.
- ❑ IMO Webinars

PAME CAPE TOWN AGREEMENT PROJECT

*Raising awareness in the Arctic Council of the provisions of the 2012 Cape Town Agreement for the safety of fishing vessels and the experience gained in the implementation process by Arctic States and other nations, **recognizing the importance of fishing vessel safety in the Arctic due to the increased traffic of fishing vessels in the region.***

Leads: IMO, Iceland, Spain



ARCTIC COUNCIL

WHAT IS PAME?



- ❑ PAME is one of six Arctic Council working groups.
- ❑ PAME is the focal point of the Arctic Council's activities related to the protection and sustainable use of the Arctic marine environment and provides a unique forum for collaboration on a wide range of activities in this regard.



SPAIN COLLABORATES
WITH PAME AS OBSERVER
OF THE ARCTIC COUNCIL

SCOPE AND RELEVANCE TO PAME

Arctic Marine Shipping Assessment (AMSA) Report

AMSA recommendation I(A):
Linking with International Organizations

IMO is a co-lead of the project and an Arctic Council Observer. The project also has linkages to other International organizations of relevance, such as FAO.

AMSA I(B) recommendation:
IMO measures for Arctic shipping

That the Arctic states, in recognition of the unique environmental and navigational conditions in the Arctic, **decide to continue to cooperatively support efforts at the IMO to strengthen, harmonize and regularly update international standards for vessels operating in the Arctic.** These efforts include: **Support the updating and augmenting of global IMO ship safety** and pollution prevention instruments with specific mandatory requirements or other provisions for ship construction, design, equipment, communications, crewing, training and operations, aimed at **safety** and environmental protection; **develop consensus recommendations at the regional level to support global measures adopted by IMO; and report periodically regarding such efforts.**

AMSA recommendation I (C): *Uniformity of Arctic Shipping Governance*

Where the Arctic states "should encourage broad subscription to IMO instruments and their uniform implementation in particular as they relate to safe, secure and environmentally sound and sustainable Arctic shipping."

PAME PROJECT ACTIVITIES



- Develop a Summary Report that highlights the provisions of the 2012 Cape Town Agreement for the Safety of Fishing Vessels, and the experience gained in the implementation process by Arctic States and others, as relevant, recognizing the importance of fishing vessel safety in the Arctic due to the increased traffic of fishing vessels in the region;
- Develop an Arctic Shipping Status Report (ASSR) on fishing vessel activities in the Arctic with its project co-leads; and
- Convene online workshops for PAME Members to facilitate the progress of the project.
- The project is ongoing and not on pause.

Arctic State and Observer State regulatory analysis included in Summary Report

- 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.



MATRIX DEVELOPMENT

- Matrix listing CTA's requirements and how each Arctic State that has ratified the CTA is implementing each CTA requirement, including specifying any reservations taken when the CTA was ratified.
- For those Arctic States that haven't implemented the CTA, a similar matrix should be developed that shows the extent to which they have similar legal requirements in place.



PAME / Arctic Council LINKAGES

- Utilize data from ASTD;
- Seek to develop an ASSR report
- Have potential linkages to:
 - PAME project on the Implementation of the Polar Code;
 - The Arctic Shipping Best Practice Information Forum;
 - PAME's work on marine litter in the Arctic;
 - PAME project; Fishing Practice & Gear Inventory: Enhancing Understanding of Abandoned Lost or otherwise Discarded Fishing Gear (ALDFG); and
 - EPPR's work on search and rescue.

Ratification by ARCTIC STATES and Arctic Council OBSERVERS

ARCTIC STATES RATIFIED CTA	ARCTIC COUNCIL OBSERVERS RATIFIED CTA	SIGNED TORREMOLINOS DECLARATION (publicly indicating their determination to take action to bring the Agreement into force by the target date of 11 October 2022)
Denmark	France	China
Finland	Germany	Poland
Iceland	Netherlands	Republic of Korea
Norway	Spain	United Kingdom

Easy implementation of 2012 CTA

Phased implementation: summary

Chapter	Application ¹⁾					Time to implement after entry into force
	New vessels ²⁾		Existing vessels			
	24-45 m or 300-950 GT	≥45 m or ≥950 GT	24-45 m or 300-950 GT	≥45m or ≥950 GT		
I	General	✓	✓	✓	✓	0 years
II	Construction	✓	✓	✗	✗	N/A
III	Stability	✓	✓	✗	✗	N/A
IV	Machinery	✗	✓	✗	✗	N/A
V	Fire safety	✗	✓	✗	✗	N/A
VI	Crew protection	✓	✓	✗	✗	N/A
VII	Life-savings appliances	✗	✓	✗	✓ ³⁾	≤ 5 years
VIII	Emergency procedures	✓	✓	✓	✓	≤ 5 years
IX	Radio-communications	✗	✓	✗	✓	≤ 10 years
X	Navigational equipment	✓	✓	✓	✓	≤ 5 years

- 1) Either GT or vessel length (L) is used as the basis for measurements for all chapters
- 2) A new vessel is a vessel built after the entry into force of the CTA
- 3) Apply only to hand-held VHF's and radar transponders

In addition:
a wide range
of exemption
options



SUMMARY OF BENEFITS OF 2012 CAPE TOWN AGREEMENT FOR ARCTIC STATES



- Protection of Arctic State rescue services
- Saving lives in the fishing industry and improve working conditions;
- Help create internationally-binding safety standards applicable to foreign registered fishing vessels, giving 'Port State Control' ability to binding States to check fishing vessels for safety measures to prevent incidents in Arctic waters.
- When in force, the Agreement is also expected to help deter illegal, unreported and unregulated (IUU) fishing by using 'Port State Control' abilities to carry out IUU fishing inspections in conjunction with 2012 Cape Town Agreement inspections.
- Help reduce the abundance of slavery on fishing vessels and other illegal activity;
- Help reduce plastic waste from fishing vessels ending up in Arctic waters, through implementation of the safety measures.

CORRESPONDANCE GROUP

- Participation is open to all PAME Members;
- Regular teleconference meetings;
- Coordination with the ASSR project, to develop a report on fishing vessel activities in the Arctic;
- Coordinate with PAME Secretariat and the IMO Secretariat to avoid duplication;
- Convene a workshop to progress the work of the Group;
- Collect all relevant material for the project on the PAME website; and
- Prepare a summary report for welcome by SAOs.

INTERNATIONAL ACTIVITY IN IMO : INFORMAL GROUP TO ASSIST WITH IMPLEMENTATION

- An informal group of interested parties to develop draft guidance to assist competent authorities in the implementation of the 2012 Cape Town Agreement, set up at MSC102.
- Coordinator: Víctor Jiménez Fernández (Spain):
 - vjfernandez@mitma.es
- Platform for the informal group:
 - www.icetra.is/cta

Working Group Participants

USA	Republic of Korea
Canada	Food and Agriculture Organization (FAO)
Iceland	International Transport Federation (ITF)
Spain	International Labor Organization (ILO)
Indonesia	PEW Charitable Trusts
Philippines	World Maritime University (WMU)
South Africa	

IMO WEBINAR SERIES

**Last webinar: 27 January, 2022:
Europe (EU/EEA countries) regional
Webinar on the Ratification and
Implementation of the 2012 Cape
Town Agreement.**

No.	Region	Dates
1	Latin America and the Caribbean	23-24 November 2020
2	Africa	23-24 February 2021
3	Middle East, North Africa and Mediterranean	13-14 April 2021
4	Europe, Eastern European and Western Asia	21-22 June 2021
5	Pacific	22-23 July 2021
6	Asia	19-20 October 2021

The background is split into two horizontal sections. The top section is teal with a fine, repeating pattern of small white lines. The bottom section is solid black. A white, irregular shape resembling a speech bubble or a callout box is positioned at the top of the black section, pointing downwards into the teal area.

Thank you very much for
your attention!

Sverrir Konradsson

Icelandic Transport Authority



- Maritime Specialist
- Represents Iceland at IMO
- Represents Iceland at European Maritime Safety Agency (EMSA).
- Represents Iceland at the Arctic Council's Protection of the Arctic Marine Environment Working Group (PAME)
- Former Chairman of the Arctic Council's Arctic Shipping Best Practice Information Forum
- 10 years' seagoing service time on board Icelandic and Danish merchant ships in international trade, as deckhand, boatswain, second, first and chief officer



Importance of Fisheries to Iceland



- Fisheries important pillar for economy
- Top 20 on the list of world catches
- Total annual catch over 1 million tonnes
- Marine products 40% of total exports
- 2500 registered ships
- 7,000 fishermen registered on Icelandic Fishing vessels

High Death Toll in Fishing



- Many lives are lost each year world-wide in fishing operations
- We need to respond to the safety crisis in the fishing industry around the world
- Statistics on casualties not always available
- Thousands of fishers perish each year

Reduction in fatalities in Iceland in recent decades



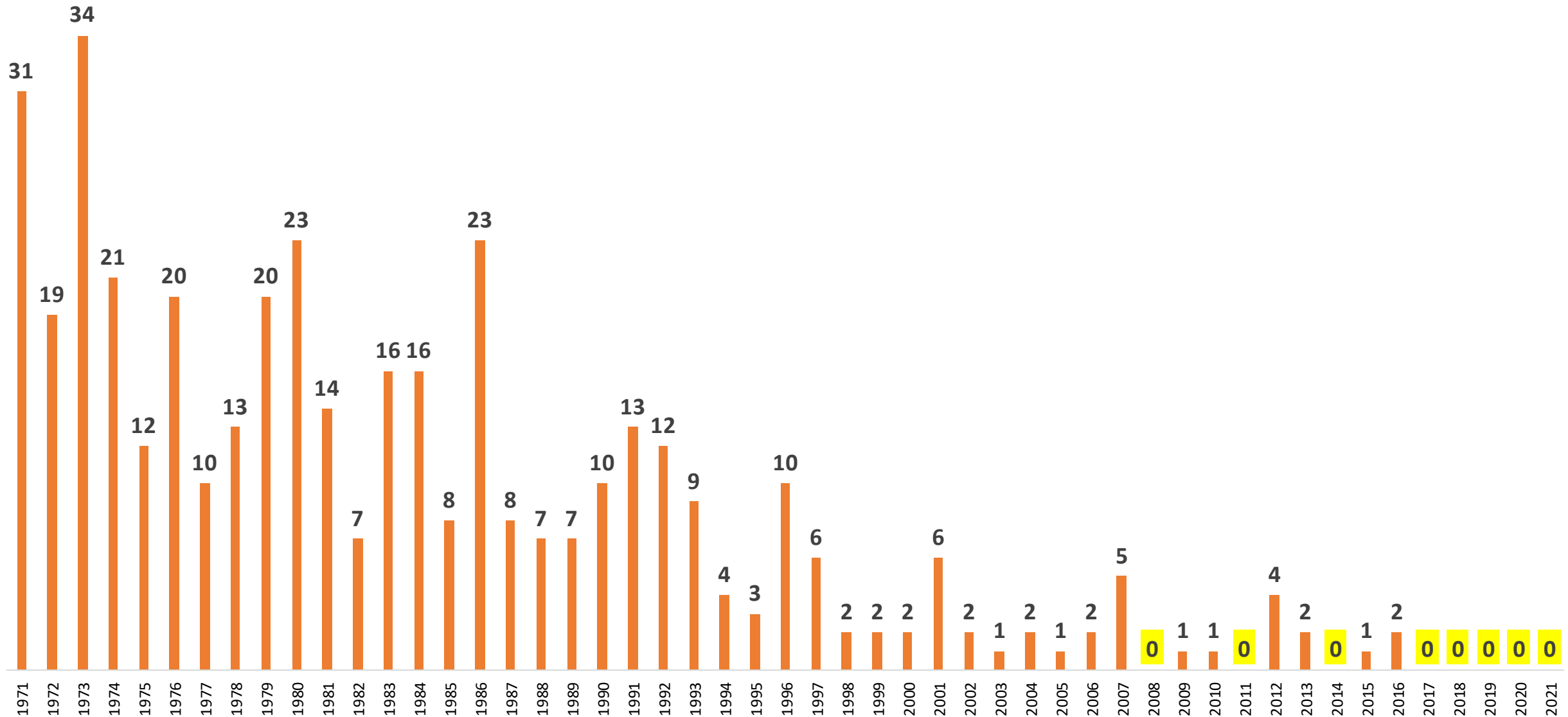
- Before, many seamen lost their lives annually
- Ships sank and whole crews were lost
- Often 30-60 or more fatalities at sea annually
- Are fatalities at sea unavoidable -- collateral damage?
- We said no of course
- Drastic approach was needed
- Number of fatalities decreased steadily in recent decades

Record of Accomplishment



- NO fatalities in fisheries, merchant shipping and pleasure craft sailing in 2008, 2011, 2014, and 2017, 2018, 2019, 2020 and 2021
- Last five years without fatalities at sea

FATAL ACCIDENTS AT SEA – ICELAND 1971 - 2021



How have Iceland managed to lower the number of fatalities?



1

2

3

4

5

- Building up strong safety culture based on internationally agreed regulations
- Rules based on internationally adopted laws to enhance maritime safety
- Participation in IMO's work developing safety requirements
- In 1998, Iceland ratified the Torremolinos Protocol of 1993 Relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
- Iceland ratified the Cape Town Agreement in 2013

How have Iceland managed to lower the number of fatalities?



1

2

3

4

5

- Basic safety and survival training mandatory for all professional seamen
- Refresher training at 5-year intervals
- Awareness-raising campaigns
- Intense safety training in the last 35 years has changed fishermen's attitude towards safety
- Risk assessment to reduce working accidents on board vessels
- Safety culture has been promoted widely

How have Iceland managed to lower the number of fatalities?



1

2

3

4

5

- Vessels safer than before
- Stability-campaigns, control of stability, better catch stowage – heeling tests
- Automatic identification system (AIS) mandatory for all vessels $\geq 6\text{m}$ in commercial use
- Continuous AIS monitoring all vessel traffic by Vessel Traffic Service

How have Iceland managed to lower the number of fatalities?



1

2

3

4

5

- Mandatory registration of crew on all vessels in commercial use
- Mandatory annual surveys all ships
- Seaworthiness certificate valid for one year
- Propaganda aimed at all concerned, seamen, masters, shipowners, families
- Coast Guard very efficient life saver

How have Iceland managed to lower the number of fatalities?



1

2

3

4

5

- Reliable weather forecasts
 - Weather and sea-state information system
 - Inflatable life rafts mandatory on board all vessels
 - Immersion suits for all crew members mandatory
 - Automatic release mechanism for inflatable life rafts mandatory
 - Emergency Position Indicating Radio Beacons (EPIRBs) have saved many lives



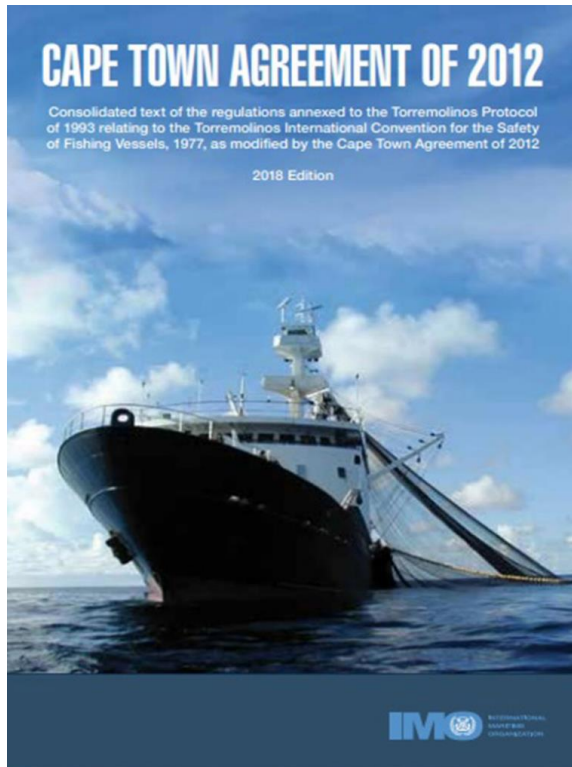
We are all in this together – Mutual responsibilities

We have a responsibility to protect our rescue services from being called out unnecessarily, hundreds of miles, to vessels that are sub-standard, because we have not exercised our influence and international responsibility, as well as an obligation to try and reduce the alarming number of fishing vessel deaths each year around the world.

Questions from the Audience



Importance of implementing the Cape Town Agreement



- Safety of Fishing Vessels
- Safety of Crew
- Protection of the Environment
- Protection of our rescue services
- Protection of Society – Food Security

Thank you for your attention



Together we will always make a difference

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