



BOWMANS

THE VALUE OF KNOWING

CURRENT INITIATIVES TO IMPROVE SAFETY IN THE FISHING INDUSTRY

Marine Forum 2019

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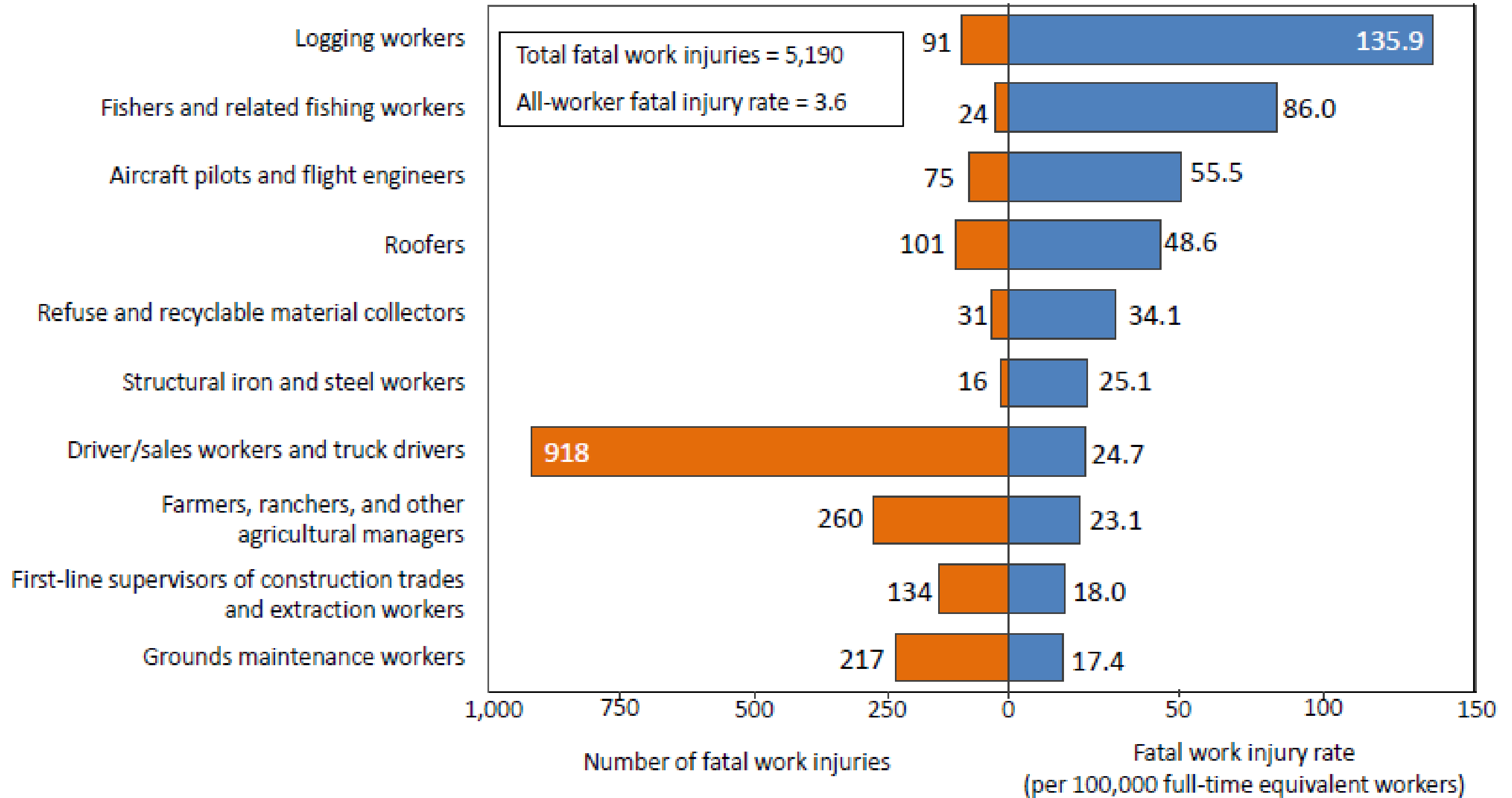


THE STAGGERING FATALITY RATE IN COMMERCIAL FISHING

- Fishing is one of the most dangerous occupations in the world
- At least 24,000 people die every year on commercial fishing vessels (ILO estimates)
- 24 million are injured
- By comparison, an average of 292 merchant seafarers are reported as dead or missing per year
- Fatality rates in fishing remain high in most countries

USA: HIGHEST FATALITY RATES BY OCCUPATION 2016

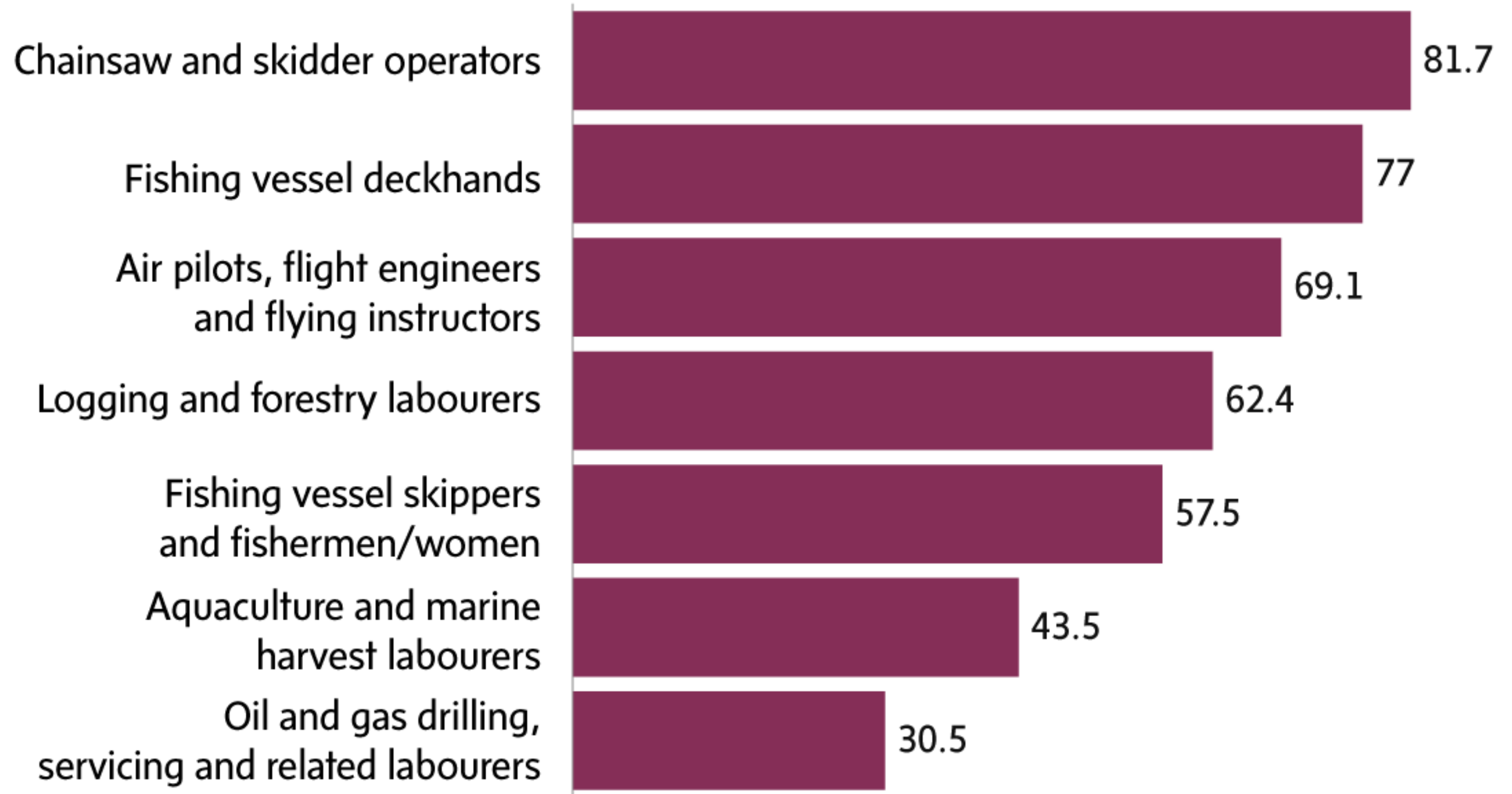
US BUREAU OF LABOR STATISTICS



CANADA : HIGHEST FATALITY RATES BY OCCUPATION 2011 - 2015

ASSOCIATION OF WORKERS COMPENSATION BOARDS OF CANADA

Rate per 100,000



UK FATALITIES : 1996 - 2005

MARITIME AND COASTGUARD AGENCY

- 60 deaths from accidents identified in the UK fishing industry
- 102 per 100,000 fishermen-years
- 115 X higher than that in the general workforce of Great Britain
- No discernible reduction in the fatal accident rate in the last 30 years
- At the same time, fatal accident rates in almost all other occupations have fallen sharply
- In relative terms, commercial fishing has become progressively more hazardous

WORLDWIDE SAMPLE : FATALITY RATE VS NATIONAL AVERAGE 1999

INTERNATIONAL LABOUR ORGANIZATION

Australia (18x)

Denmark (25-30x)

Republic of Korea (15x)

Estonia (11x)

Italy (21x)

Lithuania (11x)

Poland (9x)

Spain (6x)

THE STATE OF FISHING AND FISHERS



THE WORLD'S FISHING FLEET

- The total number of fishing vessels in the world is estimated at 4.6 million
- Of these 64,000 fishing vessels of 24 metres plus in length
- Vast majority of the world's fleet is made up small vessels
- About 1.3 million decked vessels
- About 2.8 million un-decked vessels
- 65% have no mechanical propulsion systems

DEMOGRAPHICS

- The vast majority of fishers live in developing countries
- Asia = 83 %
- Africa = 9 %
- South America = 2.5 %
- The rest divided among fish exporting countries in North America, Europe and the former Soviet Union

PROBLEM AREAS : POOR REGULATION AND ENFORCEMENT

- Most legislation concerns only certain fishing vessels, e.g. more than 10 m or 7 m and/or motorized
- Small-scale fishing vessels are not properly regulated and controlled
- Even the vessels that are regulated do not comply with regulations
- Enforcement is weak in most cases
- Lack of oversight throughout the commercial fishing industry means vessels can operate with few or no safety measures in place

PROBLEM AREAS : VULNERABILITY OF FISHERS

- Regularly operate dangerous equipment
- Often work extremely long hours in hazardous conditions
- Medical care is often inaccessible
- Migrant fishers make up a high proportion of workers on the high seas
- They labour in isolation, not speaking the language of other crew members or the skipper
- Transfer at sea enable crews to be moved without entering port
- Some crew can stay at sea for years at a time

PROBLEM AREAS : LACK OF DATA

- Lack of data makes it difficult to compile accurate statistics
- It is not standard practice to collect data from marine accidents
- Safety at sea is not given great consideration by many governments, because the magnitude of the problem is not even known
- In cases where data collection systems do exist, only those accidents that have involved Search and Rescue operations are registered,
- Accidents with small-scale vessels are often not recorded
- It is impossible to gain a global perspective

PROBLEM AREAS : BOAT BUILDING AND DESIGN

- Few countries have adopted regulations
- Where they exist, they are inadequate
- In general, inspections during the construction of the fishing vessel, or approval of the drawing plans tends not to be properly enforced.
- Modifications to designs developed during the 1980s and 1990s have resulted in these modified fishing vessels now experiencing stability and structural issues

WHAT ARE THE MAIN CAUSES OF ACCIDENTS?

- Adverse weather
- Mechanical failures / breakdowns
- Collisions (often with larger merchant tonnage)

THE CAPE TOWN CONVENTION 2012



EARLY ATTEMPTS AT AN INTERNATIONAL CONVENTION

- In 1977, IMO adopted the Torremolinos International Convention for the Safety of Fishing Vessels
- Later modified by the 1993 Torremolinos Protocol
- Both of these treaties failed to come into force

2012 CAPE TOWN CONVENTION

- In 2012, the IMO adopted Cape Town Agreement to bring into effect the provisions of the earlier Torremolinos treaties
- Aimed at better control of fishing vessel safety by flag, port and coastal States
- It is also expected to contribute to the fight against illegal, unreported and unregulated (IUU) fishing
- IUU fishing undermines national, regional and global efforts to conserve and manage fish stocks
- It affects about 20 % of the global fish yields and costs the industry about US\$ 23 billion a year in lost incomes

2012 CAPE TOWN CONVENTION

- In effect, an equivalent of the SOLAS Convention for fishing vessels fishing vessels of 24 metres in length and over
- It is an internationally-binding instrument and includes mandatory international requirements for:
 - stability and associated seaworthiness
 - machinery and electrical installations
 - life-saving appliances
 - communications equipment
 - fire protection
 - fishing vessel construction

2012 CAPE TOWN CONVENTION : WHEN IN FORCE

- 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
- To date (June 2018), 10 countries have ratified the Cape Town Agreement
- Belgium, Congo, Denmark, France, Germany, Iceland, Netherlands, Norway, Saint Kitts and Nevis and South Africa
- Between them, they have an aggregate of 1,020 fishing vessels of 24 m in length and over operating on the high seas

COMPLIMENTING THE 4 PILLARS

	CARGO / PASSENGER	FISHING VESSELS
Environmental Protection	MARPOL	MARPOL
Training	STCW	STCW-F
Seafarers' rights	Maritime Labour Convention	Work in Fishing Convention
Safety	SOLAS	Cape Town Convention

ONGOING EFFORTS BY IMO TO BRING THE CONVENTION INTO FORCE

- Running a series of seminars around the world in cooperation with FAO
- The Cape Town Regional Seminar (October 2017) : 10 countries in the Africa Anglophone region
- Cook Islands (August-September 2017) : 10 countries in the Pacific region
- Côte d'Ivoire (December 2016) : 12 countries from the Africa Francophone region
- Others in Indonesia, Belize and Peru (June 2014)

POSITIVE SIGNS

- The IMO has observed increasing commitment from a number of Member States
- Regional organizations and international governmental and non-governmental organizations have also shown commitment
- In general, there are positive moves underway to promote the Cape Town Agreement and other measures to make fishing a safer and more sustainable industry
- At the same time, the STCW-F Convention is currently being comprehensively reviewed by IMO's Sub-Committee on Human Element, Training and Watchkeeping
- The aim is to align the standards of the Convention with the current state of the fishing industry and to make available an effective instrument

IMPLEMENTING THE CAPE TOWN AGREEMENT

- States need to be ratified and implement the instrument
- Different countries have different processes for doing this
- They need to look at existing regulations for fishing vessels, if any, and see whether they need to be adapted or updated
- IMO assists with technical and legal training and support, through its technical cooperation programme
- What can the marine insurance industry do to support the IMO?
- Insurance Associations might look to set up a lobby in their own country, promoting ratification and implementation of the Cape Town Agreement

CONCLUSION

- There are many challenges facing the fishing industry in terms of risk and safety
- Given the socio-economic realities, the problems can seem overwhelming
- The challenged need to be alleviated incrementally
- In this way, the Cape Town Convention is a step in the right direction
- What is encouraging is that it appears to be gaining traction worldwide
- With sufficient political will and organizational push, it has the makings of seeing the light of day and improving the lives the many
- And leading to a reduction in claims within the fishing vessel market

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