



IUMI 2018

THE CAPE TOWN AGREEMENT 2012

A milestone for improving fishing vessel safety and loss prevention

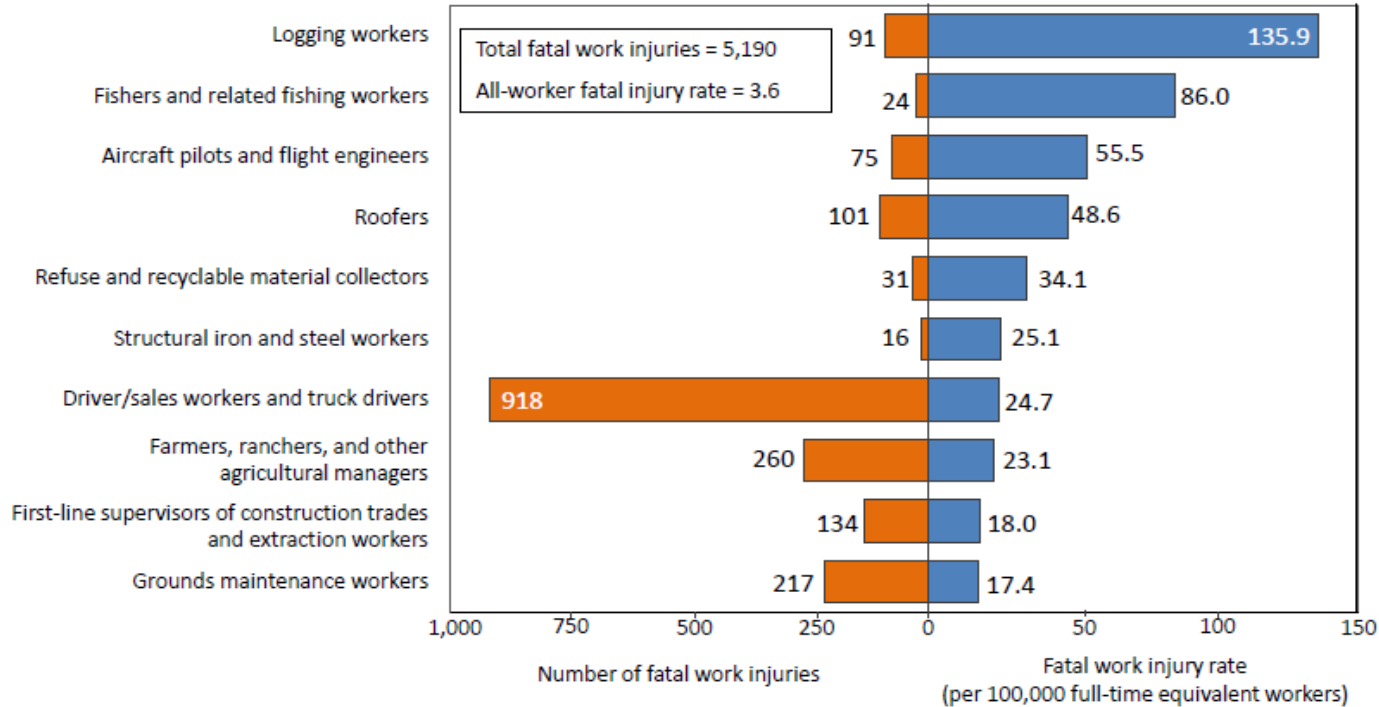
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THE STAGGERING FATALITY RATE IN COMMERCIAL FISHING

- 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

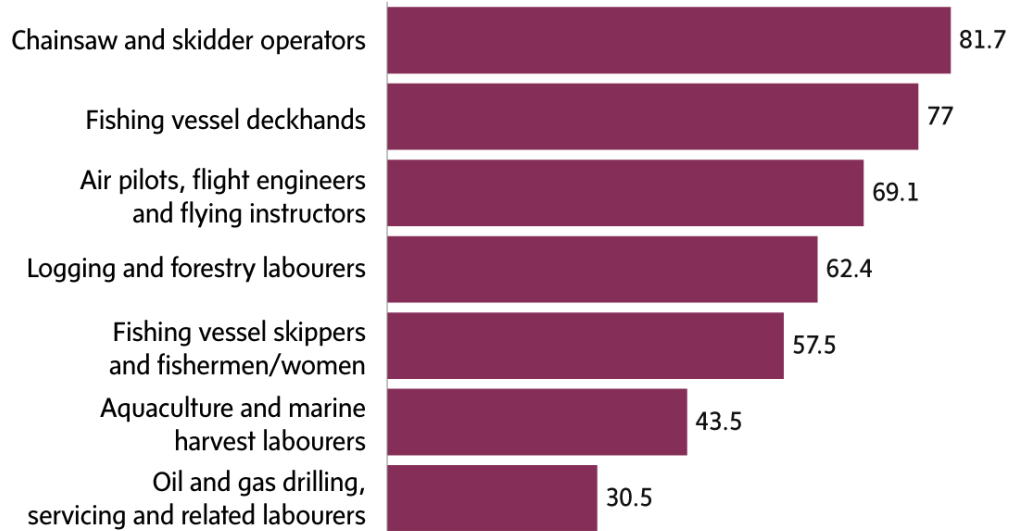
US Bureau of Labor Statistics



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

REFERENCES

- INTERNATIONAL MARITIME ORGANIZATION (www.imo.org)
- INTERNATIONAL LABOUR ORGANIZATION (www.ilo.org)
- FOOD AND AGRICULTURE ORGANIZATION (Fisheries and Aquaculture Department) (www.fao.org)
- THE PEW CHARITABLE TRUSTS (www.pewtrusts.org)
- SAFETY FOR FISHERMEN (FAO) (<http://www.fao.org/fishery/safety-for-fishermen/>)

THANK YOU

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