



The CTA agreement: The new hope for fishermen



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Tangier 3-4 October 2019

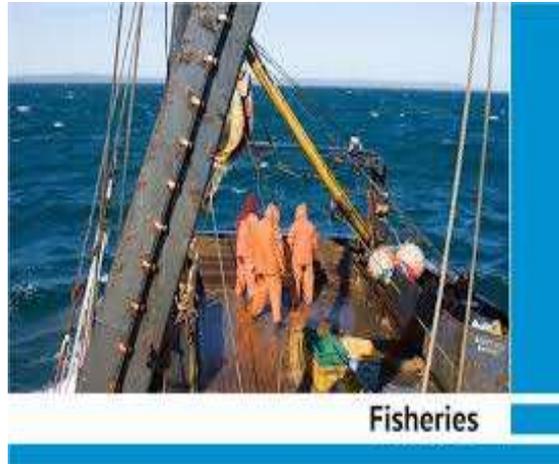
Harnessing today without compromising tomorrow ...



Shipping /fishery sectors



While there are many obvious differences between the shipping and fishing sectors, there are also many similarities, as both seafarers and fishers **work on board vessels**

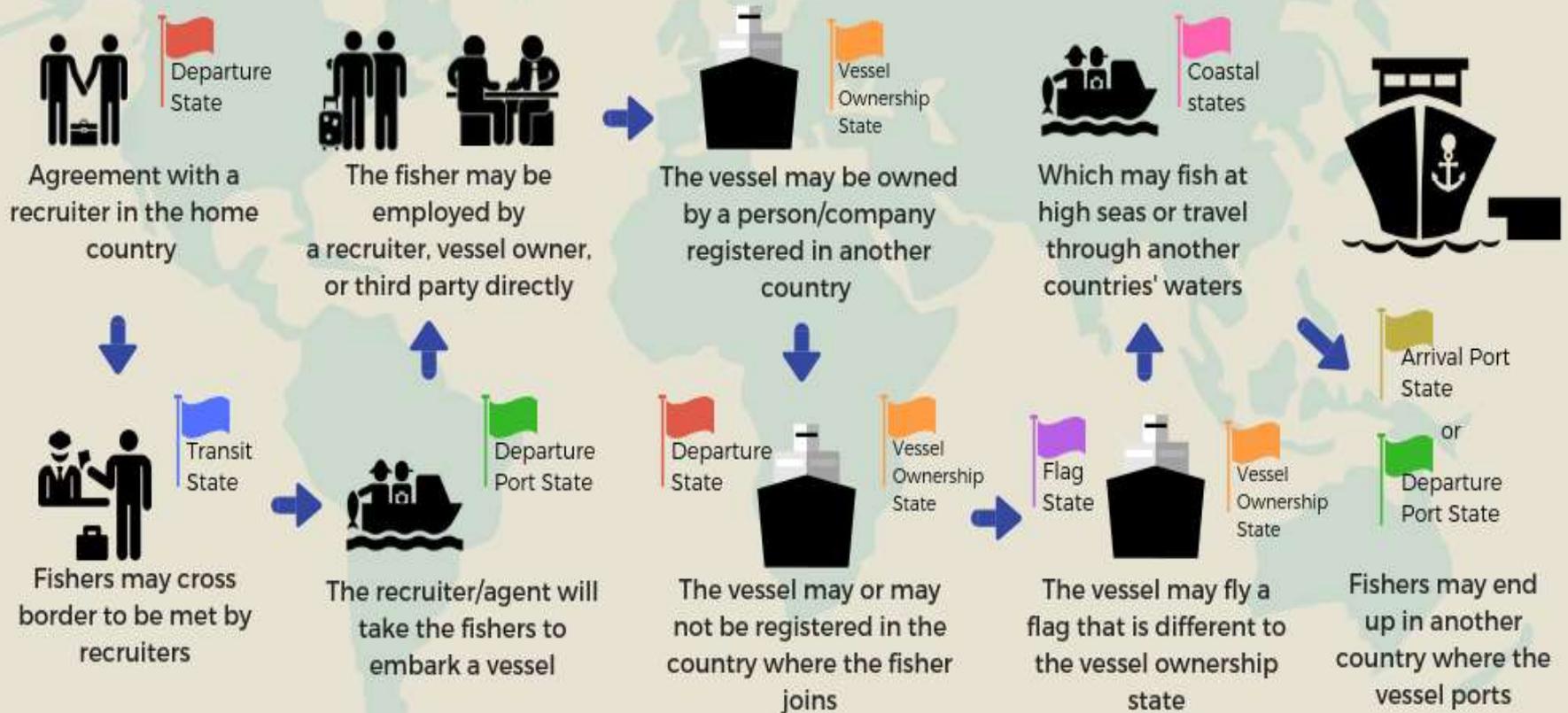




Nature of Working in Fishing



TRANSNATIONAL NATURE OF WORKING IN FISHING





Fatalities





Legal instruments



Figure 1

Is a Merchant Seafarer's Life More Important Than a Fisher's?

A comparison of conventions regulating merchant and fishing vessels



Safety of crew and seafarers SOLAS, 1974	Training STCW, 1978	Stability LL, 1966	Collisions COLREGS, 1972	Labor standards MLC, 2006	Environmental protection MARPOL, 1973/78
✓	✓	✓	✓	✓	✓
✓ In force	✓ In force	✓ In force	✓ In force	✓ In force	✓ In force





Implementation of treaties



- ❑ To ensure the safety of crews on board fishing vessels, governments should implement two treaties that currently govern other aspects of the fishing industry and are already in force:
 - ❑ **The (FAO) Agreement on Port State Measures to Prevent, Deter, and Eliminate Illegal, Unreported, and Unregulated Fishing, (PSMA)** that seeks to curb illegal fishing through port inspections
 - ❑ **The ILO Work in Fishing Convention (C188) Organization's Work in Fishing Convention**, which entered into force in November 2017, sets minimum requirements for work on board vessels, including hours of rest and minimum age and repatriation
 - ❑ and accede to the (IMO) 2012 Cape Town Agreement that will address the third aspect - actual vessel safety.

To ensure the legality and safety of fishing operations, all 03 UN agencies have advocated for the synchronized implementation of these 03 instruments.



The Cape Town Agreement of 2012



- The Cape Town Agreement of 2012 on the Implementation of the Provisions of Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, is the IMO's international standard on the safety of fishing vessels



The Cape Town Agreement



- ❑ Cape Town Agreement of 2012 is an internationally-binding instrument not yet in force.
- ❑ The Agreement includes **mandatory international requirements** for
 - ❑ stability and associated seaworthiness
 - ❑ Machinery
 - ❑ electrical installations
 - ❑ life-saving appliances
 - ❑ communications equipment
 - ❑ fire protection
 - ❑ and fishing vessel construction
- ❑ It will enter into force once **22 States have ratified** it with a total of 3,600 fishing vessels 24 meters or longer
- ❑ Its entry into force would contribute significantly to **fishing vessel safety and to all fishers**



BACKGROUND

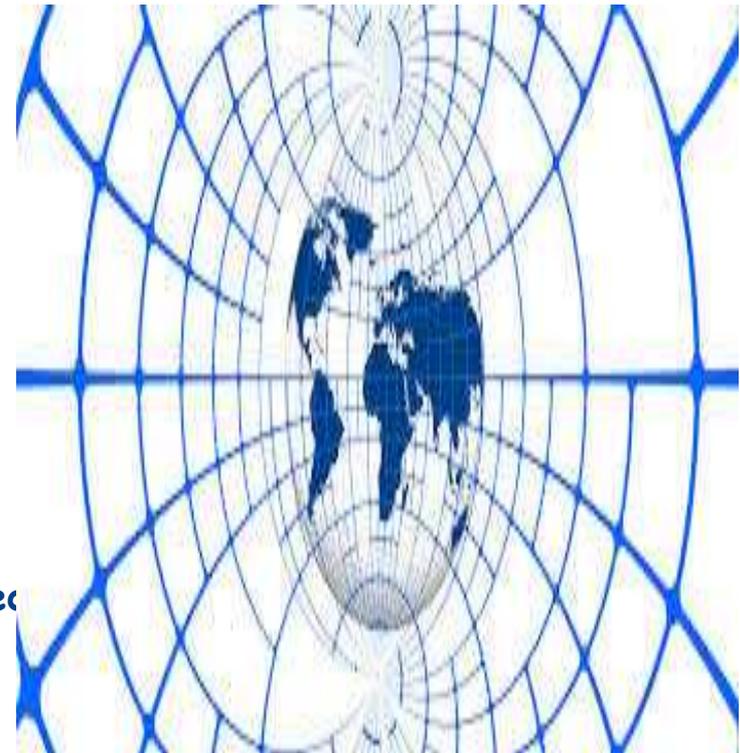
- ❑ In 1977 the International Maritime Organization (IMO) produced the first mandatory safety standard for fishing vessels, the **SOLAS of the fishing sector**
- ❑ **By 1993** it was recognized that for various reasons insufficient member States had acceded to the Convention to allow it to enter into force and the original text was modified and became known as the **1993 Torremolinos Protocol**
- ❑ Again insufficient member States had acceded to the **1993 Torremolinos Protocol**
- ❑ **In 2008** a further attempt was commenced to address the issues that had led to the non-entry into force of the 1993 Torremolinos Protocol
- ❑ South Africa has been chairing the **IMO working group on fishing vessel safety since 2005** and was tasked to identify **the legal and technical issues that had led to the non-entry into force of the 1993 Torremolinos Protocol**
- ❑ This led to South Africa hosting a Diplomatic Conference in October 2012 that was considering the adoption of an agreement
- ❑ This led to the adoption of the **Cape Town Agreement of 2012**



The CTA is one of four relevant international treaties



- ❑ The CTA is one of four international treaties aimed at achieving higher levels of safety and better compliance and enforcement in the fishing industry,
- ❑ The only treaty of the four yet to enter into force. The four treaties are:
 - ❑ **MO's 2012 Cape Town Agreement** (not yet in force);
 - ❑ **IMO's 1995 STCW-F Convention on training of fishers** (which entered into force in 2012)
 - ❑ **ILO's Work in Fishing Convention 2007** (Convention No. 188) (which entered into force in November 2017)
 - ❑ **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).





Attempts at safety requirements



- ❑ Previous attempts at safety requirements(the Torremolinos Convention of 1977 and its Protocol of 1993) contained essentially the same requirements as the Cape Town Agreement, but **had higher barriers** to ratification, and subsequently failed
- ❑ States that are party to the 2012 Agreement have
 - ❑ **Up to 10 years** to put **radiocommunications provisions in place (Chapter IX)**,
 - ❑ **up to 5 years to implement**
 - ✓ **provisions regarding lifesaving appliances (Chapter VII)**,
 - ✓ **emergency procedures (Chapter VIII)**,
 - ✓ **navigational equipment (Chapter X)**.

This gives States a significant period of time to prepare before regulations must be met





The need of ratification

- ❑ The entry into force of the 2012 Cape Town Agreement is expected to result in:
 - ❑ Fewer accidents
 - ❑ Fewer lives lost
 - ❑ More effective infrastructure for monitoring and targeting illegal fishing





THANK YOU
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**We want to reduce loss of life
in one of the most dangerous
professions in the world,
and we want to enhance safety
on board fishing vessels**

“

Sandra Allnut, IMO Head of Maritime Technology