

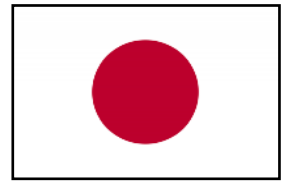
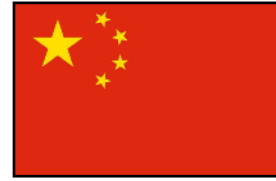
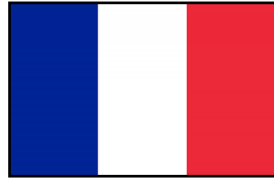
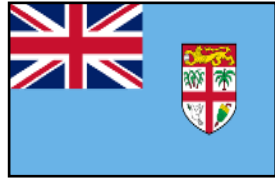
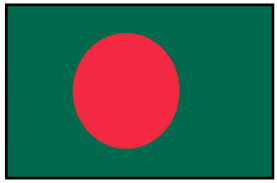
FISH Platform

FISHING INDUSTRY SAFETY AND HEALTH

Life on board

FISH Platform

FISHING INDUSTRY SAFETY AND HEALTH



Fishers are seafarers too. The sea does not lower its risks because the voyage is for catch instead of cargo.

Safety Parity at Sea

Same hazards, same duty

Fishing crews face weather, fatigue, machinery, and man-overboard risks just as merchant crews do.

No second-tier standard

Safety expectations should not drop because the vessel is smaller, independent, or outside merchant shipping.

Parity supports prevention

Training, equipment, inspections, and emergency readiness should protect fishers to the same level expected elsewhere at sea.



Fishing sustainably

Fishers sustain us

Fish Protection

For many years, and mostly since the Torremolinos Convention, fishing vessel design has been influenced for protection of the fish:

- Length Limits
- Tonnage Limits
- Days at Sea / Time limited fisheries

Fisher Protection

With the Cape Town Agreement, our hope is that we can start to remove design constraints that worsen life onboard



Representation

Global Fishing Safety

Finally there are some improvements in representation of the fishing safety issues on an international scale, giving representation to the next phase of safety improvements:

FISH Platform

The first fishing safety NGO with consultative observer status at the IMO.

International Fund for Fishing Safety

A global fund initiated by Lloyds Register Foundation, focused on delivering fisher led safety projects, aligned to international standards.

iFish

The global network of international academic expertise in solving fishing health and safety problems.



Supply Chain

Fishing for Business

To make fishing safe, it also must make for good business. By creating a level playingfield in construction and operational safety - the CTA supports the good businesses

Global Trade

Fish imported from other countries should be sourced from vessels with the same quality of health and safety provision as the importing countries standards.

Transparency

Standardised port state inspections will reduce the exploitation of fisheries, which may be detrimental to the coastal states domestic fisheries.



What Next

Safety Management Code?

To achieve parity with the other global seafarers, the FISH Platform proposes that the Cape Town Agreement would be significantly improved with the addition of a Fishing Safety Management Code:

The FSM Code:

- Developed internationally.
- Based on the ISM Code
- Suitable for all sizes of vessel
- Creates “Regulated Self Regulation”



Thank you for your attention !





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