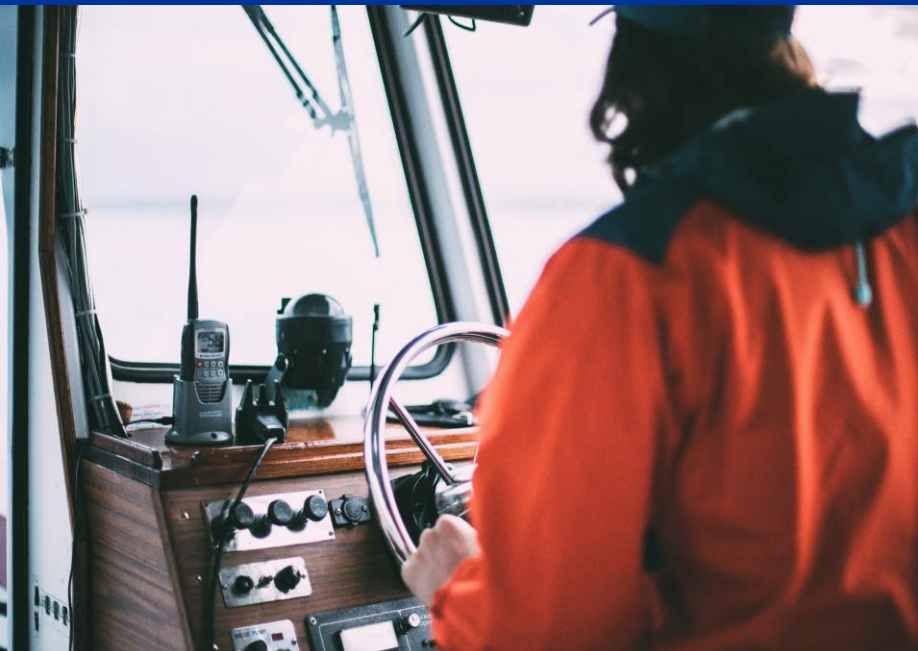


# CTA PROGRESS TO-DATE

4 June 2026

*Mr. Cagri Kucukyildiz*  
*International Maritime Organization (IMO)*  
*fvs@imo.org*



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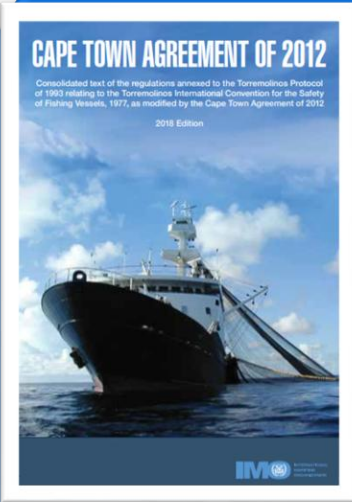
CTA technical aspects

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# 2012 Cape Town Agreement

## ID CARD



**Full name:** Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

**Adoption:** 2012      **Status:** Not yet in force

**No. of parties:** 29      **Legal status:** Mandatory

**Application:** Fishing vessels of 24 meters in length and over

**Area:** EEZ, common fishing zones and high seas

**Exemptions:** Available, Member States can decide

**Gradual implementation:** Available, 5 to 10 years

**Publication:** 2018 edition

**Excluded:** Fish processing; sport or recreation; research and training; fish carriers

# Background and History

## Evolution of the Agreement

1977

Torremolinos International Convention for the Safety of Fishing Vessels, 1977

1993

Torremolinos Protocol

2012

Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

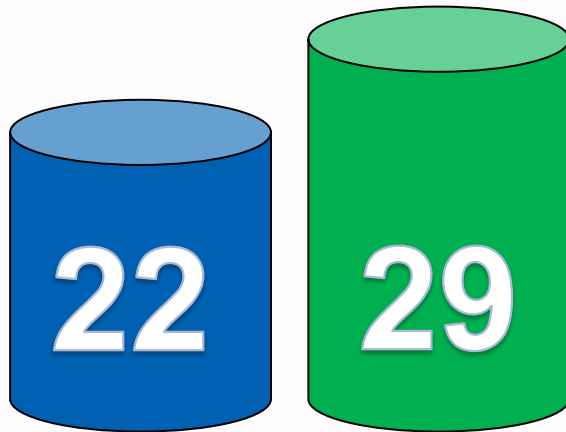
# 2012 Cape Town Agreement

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  $\geq$  24 m



3,600



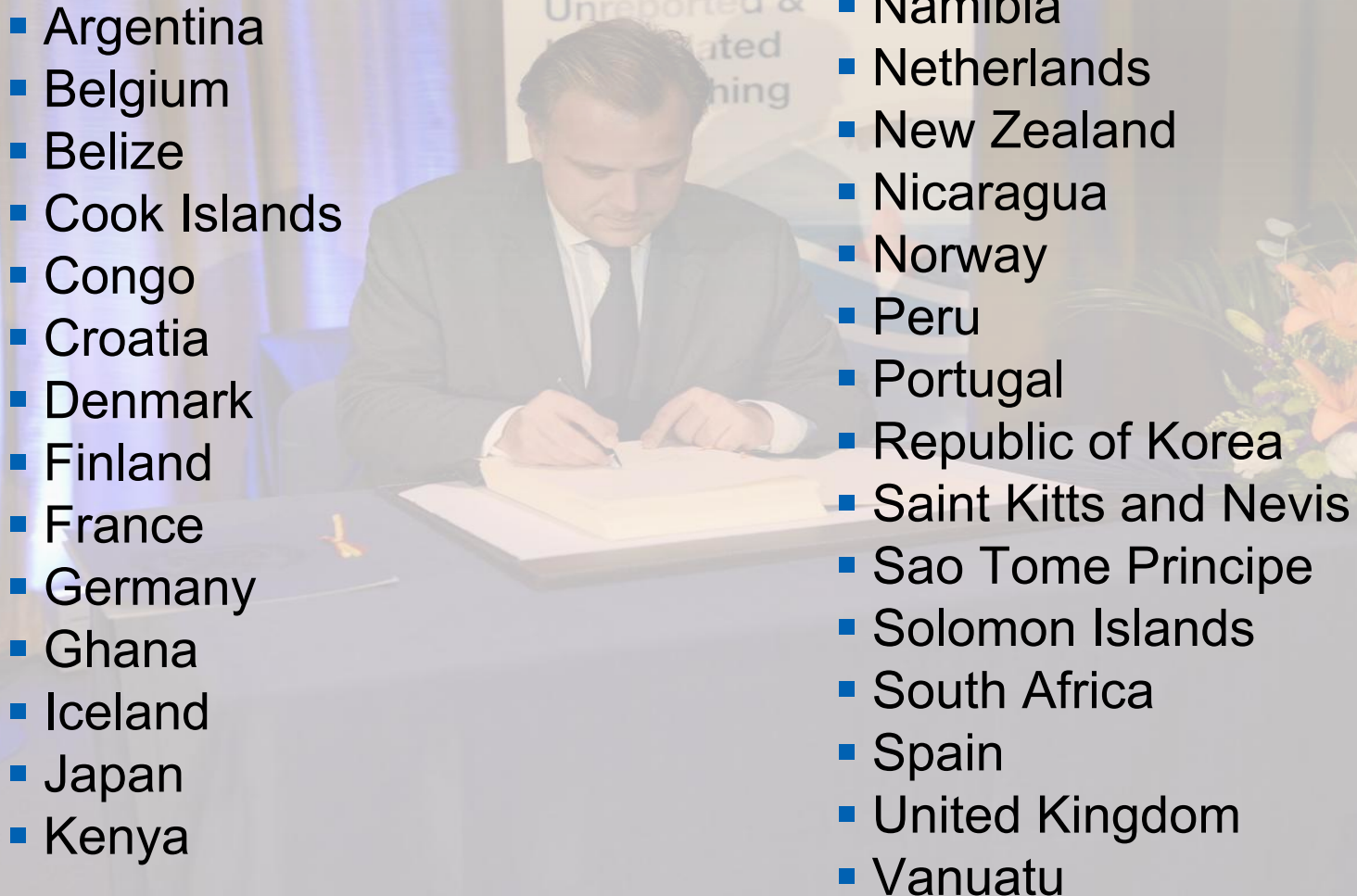
3,754



Entry into force  
24 February 2027

# Ratifications

## Ratifying States of the 2012 Cape Town Agreement

- 
- Argentina
  - Belgium
  - Belize
  - Cook Islands
  - Congo
  - Croatia
  - Denmark
  - Finland
  - France
  - Germany
  - Ghana
  - Iceland
  - Japan
  - Kenya
  - Namibia
  - Netherlands
  - New Zealand
  - Nicaragua
  - Norway
  - Peru
  - Portugal
  - Republic of Korea
  - Saint Kitts and Nevis
  - Sao Tome Principe
  - Solomon Islands
  - South Africa
  - Spain
  - United Kingdom
  - Vanuatu

# Background and History

## From the 93 Protocol to the 2012 Agreement

- Entry into force requirements eased
- Gross tonnage equivalency provision for ease of application when using length related provisions
- Progressive implementation
- Exemption provisions expanded to include vessels fishing in a common fishing zone or an exclusive economic zone
- Technical modifications on fire safety, life-saving appliances and radio communications

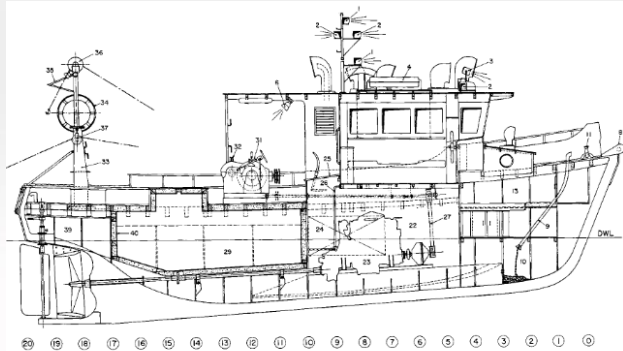


1993 Protocol

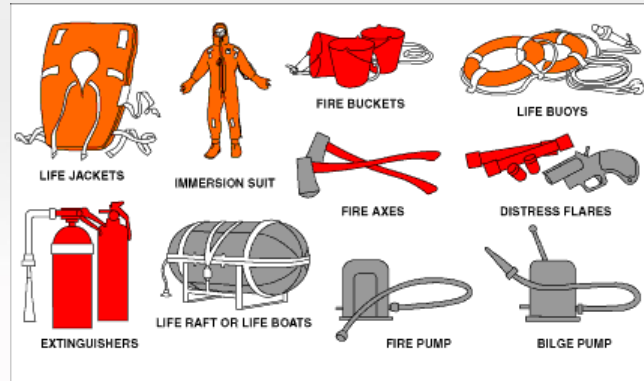
2012 Cape Town Agreement

# 2012 Cape Town Agreement

Provides standards for fishing vessels on:



Design



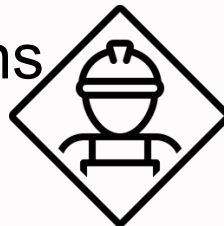
Equipment



Construction

Purpose:

- ✓ Protect the safety of crew and observers
- ✓ Provide a level playing field for the industry by inspections



# 2012 Cape Town Agreement

## What is covered:

- ✓ Stability and associated seaworthiness
- ✓ Machinery and electrical installations
- ✓ Life-saving appliances
- ✓ Fire protection
- ✓ Radio-communications
- ✓ Vessel construction
- ✓ Navigational equipment
- ✓ Emergency procedures



# 2012 Cape Town Agreement

Certification and minimum training requirements for crews of fishing vessels

(into force in 2012)

Combatting IUU fishing by preventing vessels engaged in IUU fishing from using ports and landing their catches

(into force in 2016)

Occupational safety, health; and fair work and living conditions of fishers

(into force in 2017)

Safety of fishing vessels



(not in force)

1995 STCW-F  
Convention  
(IMO)

Port State  
Measures  
Agreement  
(FAO)

Work in Fishing  
Convention,  
2007 (C. 188)  
(ILO)

Cape Town  
Agreement of  
2012 (IMO)

# Technical Aspects

## General technical features:

- ✓ Vessels: Watertight, weathertight, strong and stable, even under adverse conditions such as ice and extreme weather.
- ✓ Safe spaces for crew: Sufficient life-saving appliances and fire-fighting equipment, with emergency procedures identified.
- ✓ Regular emergency drills that include all crew and observers on board.
- ✓ Vessels fitted with radiocommunications equipment for search and rescue information, distress signals, and all other relevant communications.
- ✓ Vessels also shall be able to safely navigate.

# Technical Aspects

## IMPLEMENTATION CHART FOR THE CHAPTERS IN THE 2012 CAPE TOWN AGREEMENT

Chapter		Application <sup>1</sup>				
		New fishing vessels <sup>2</sup>		Existing fishing vessels		
		24 m – 45 m (300 GT – 950 GT)	≥45 m (≥950 GT)	24 m – 45 m (300 GT – 950 GT)	≥45 m (≥950 GT)	Flexible implementation <sup>3</sup>
I	General provisions	✓	✓	✓	✓	N/A
II	Construction, watertight integrity and equipment	✓	✓	✗	✗	N/A
III	Stability and associated seaworthiness	✓	✓	✗	✗	N/A
IV	Machinery and electrical installations and periodically unattended machinery spaces	✗	✓	✗	✗	N/A
V	Fire protection, fire detection, fire extinction and fire fighting	✗	✓	✗	✗	N/A
VI	Protection of the crew	✓	✓	✗	✗	N/A
VII	Life-saving appliances and arrangements	✗	✓	✗	✓ <sup>4</sup>	No more than 5 years
VIII	Emergency procedures, musters and drills	✓	✓	✓	✓	No more than 5 years
IX	Radiocommunications	✗	✓	✗	✓	No more than 10 years
X	Shipborne navigational equipment and arrangements	✓	✓	✓	✓	No more than 5 years

<sup>1</sup> The flag Administration may decide to use gross tonnage (GT) in place of vessel length (L) as the basis for measurements for all chapters (Regulation I/1(2)).

<sup>2</sup> A new vessel is a vessel built after the entry into force of the Agreement (Regulation I/2(1)).

<sup>3</sup> On existing vessels, a Party may, in accordance with a plan, progressively implement the provisions of chapters VII, VIII, IX and X over a period of no more than 5 or 10 years, as indicated in this table. For a Party which avails itself of this possibility, the progressive implementation period starts on the date of entry into force of the Agreement or the date when the Agreement becomes effective for the Party, whichever occurs later. (Regulation I/2(4)-(5)).

<sup>4</sup> The only requirements of chapter VII that apply to existing vessels concern hand-held VHF and radar transponders (Regulations VII/1(2) and VII/13-14).

# Latest developments

- IMO holds national/regional events in cooperation with FAO, ILO and other supporting stakeholders.
- Interagency cooperation continues among FAO, ILO and IMO (FAO/ILO/IMO Joint Working Group on IUU Fishing and Related Matters).
- Interim implementation guidelines ([MSC.571\(109\)](#))
- [A web portal](#) was developed to provide comprehensive information.



# Regional Implementation Initiatives

- Paris MoU pilot project for fishing vessels
- Tokyo MoU has developed the APFISh system
- European Union revising legislation for voluntary PSC inspections
- IOTC–IOMoU initiative training for fishing vessel PSC
- RFMOs, including the GFCM, IMO No. for fishing vessels



Thank you for your attention



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