

The Cape Town Agreement Arctic Webinar

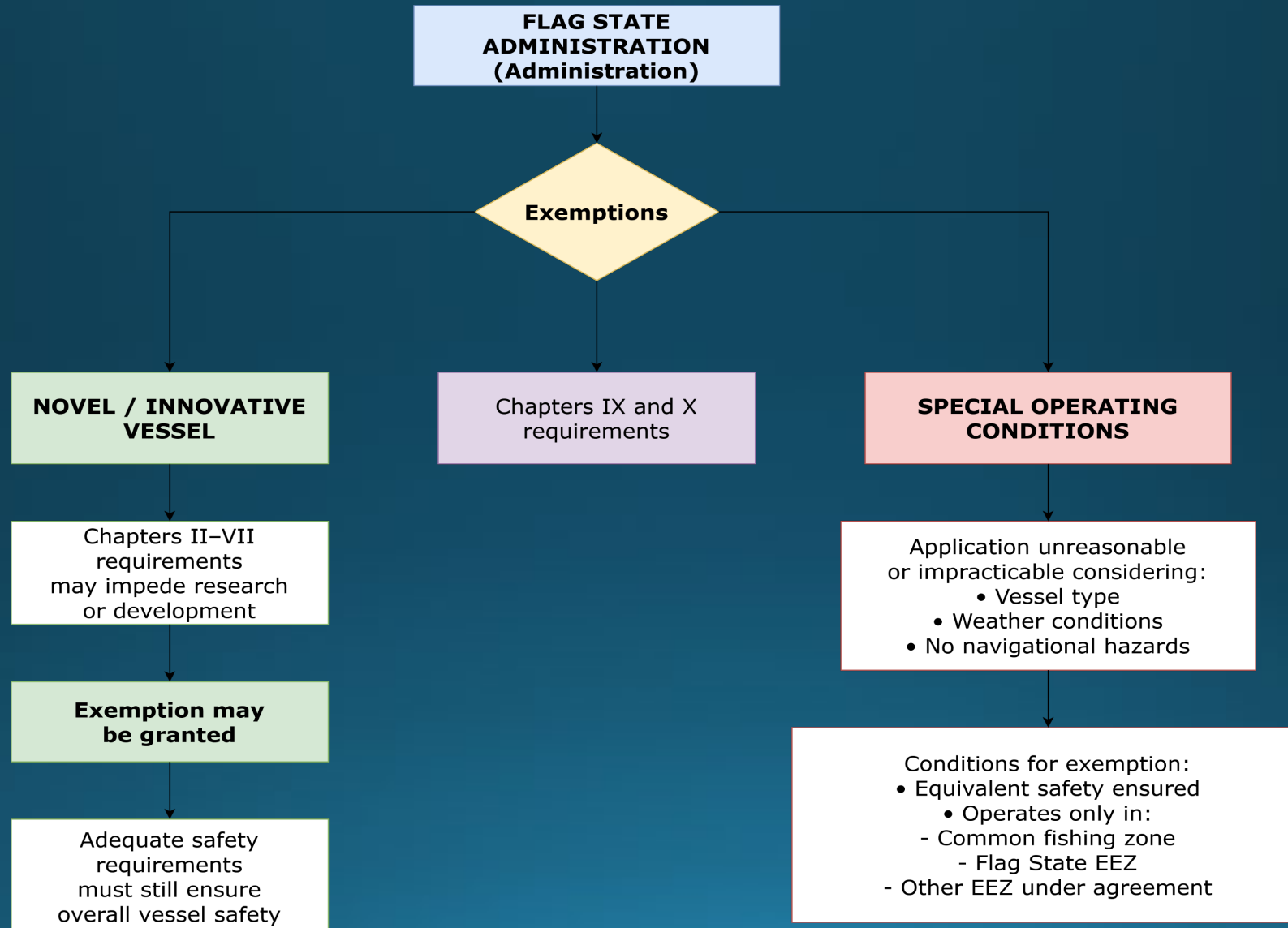
Benefits of CTA Ratification

Jose Casado
Directorate General for the Merchant Marine
Ministry of Transport - Spain

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Enhanced safety standards for fishing vessels, fishers and observers





Enhanced safety standards for fishing vessels, fishers and observers

Chapter		Application ¹⁾				
		New vessels ²⁾		Existing vessels		
		24-45 m or 300-950 GT	≥ 45 m or ≥ 950 GT	24-45 m or 300-950 GT	≥ 45m or ≥ 950 GT	Time to implement after entry into force ³⁾
I	General	✓	✓	✓ ⁴⁾	✓ ⁴⁾	0 years
II	Construction	✓	✓	✗	✗	N/A
III	Stability	✓	✓	✗	✗	N/A
IV	Machinery	✗	✓	✗	✗	N/A
V	Fire safety	✗	✓	✗	✗	N/A
VI	Crew protection	✓	✓	✗	✗	N/A
VII	Life-savings appliances	✗	✓	✗	✓ ⁵⁾	≤ 5 years
VIII	Emergency procedures	✓	✓	✓	✓	≤ 5 years
IX	Radiocommunications	✗	✓	✗	✓	≤ 10 years
X	Navigational equipment	✓	✓	✓	✓	≤ 5 years

Notes:

- 1) 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)).
- 2) A new vessel is a vessel built after the entry into force of the Agreement (regulation I/2(1)).
- 3) A Party may, in accordance with a plan, progressively implement the provisions of chapters VII, VIII, IX and X on existing vessels (regulation I/1(4) to (5)).
- 4) The only requirements of chapter I that apply to existing vessels are in regulations I/2 to 5.
- 5) The only requirements of chapter VII that apply to existing vessels concern handheld VHF's and radar transponders (regulations VII/1(2) and VII/13 to 14).



Global harmonization of safety standards and regulations for fishing vessels

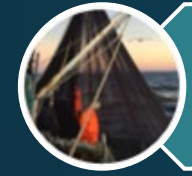
No reduction of existing fishing vessel safety standards.
Flag States with higher national standards should retain them.

“Standard HSSC”

Años	0	1	2	3	4	5
Meses	0	9 12 15	21 24 27	33 36 39	45 48 51	57 60
SEG	I	A	A o P	P o A	A	R
RADIO	I	P	P	P		R
SEGCON	I	A	A o In	In o A	A	R

“Alternative system”

Años	0	1	2	3	4	5
Meses	0	9 12 15	21 24 27	33 36 39	45 48 51	57 60
SEG	I		P			R
RADIO	I		P			R
SEGCON	I		In			R



Robust Flag State and Port State inspection and control regimes

Memorandum of Understanding

- Harmonize the application of all the international binding instruments applicable to fishing vessels.
- Exchange information on fishing vessels inspections.

Harmonize the training and qualification of PSCOs.

- National/International training programmes.

No more favorable treatment



Reduction of maritime incidents and lower demand on SAR resources

1993 Torremolinos Protocol, Article 7

Flag State responsibility: *"investigation of any casualty occurring to any of its vessels"*.



SAR Convention, 1979 – Articles 2 and 3

Organization and coordination.

Cooperation between States.



UNCLOS, Article 98

Coastal State responsibility: *"promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea..."*.



Enhanced protection of the marine environment

Annex I: Regulations for the Prevention of Pollution by Oil

Annex IV: Prevention of Pollution by Sewage from Ships

Annex V: Prevention of Pollution by Garbage from Ships - Contains special requirements for fishing net

Annex VI: Prevention of Air Pollution from Ships

Other relevant instruments: Bunker 2001; AFS; BWM; etc

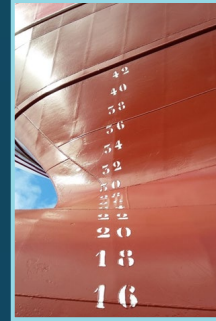


Increased transparency in fisheries and stronger suppression of IUU fishing and forced labour



Safer and compliant fishing vessels

- Reduce the operation of substandard vessels often linked to IUU fishing.



Harmonised inspections and surveys

- Strengthen enforcement and reduce opportunities for regulatory evasion.



Integrated Inspection Framework

- Enable coordinated safety, fisheries and labour inspections.



Improved vessel traceability

- Improve transparency of vessel identity, ownership and activities.



Fisheries Transparency

- Reinforce confidence in legal and sustainable seafood products.



Prevention of Forced Labour

- Reduce vulnerabilities to forced labour and labour abuse.



Thank you for
your attention



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DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
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SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO

DIRECCIÓN GENERAL
DE LA MARINA MERCANTE