

THE EUROPEAN MARITIME SAFETY AGENCY AND THE FISHING INDUSTRY





QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS

This brochure, produced for the World Fishing Exhibition 2009 in Vigo (Spain), aims to outline how the activities of the European Maritime Safety Agency (EMSA) contribute to the fishing sector in Europe.

At any given time, there are around 25-30,000 merchant ships in European waters. These play a vital role in global trade. Around 90% of international trade is transported by sea, and ships deliver products and raw materials that are essential to Europe's economy. Yet these thousands of vessels must also share the sea with marine wildlife, and other users of the sea, such as fishing vessels, military ships, tourist and leisure craft, together with Europe's growing aquaculture industry. In this shared environment, it is essential that merchant shipping is able to conduct its business safely, and to interact sustainably with the ocean environment and Europe's coastlines.

ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

EMSA was established in 2002 in the aftermath of incidents such as the Prestige and Erika sinkings. With headquarters in Lisbon, it plays a key part in the EU's efforts to improve the safety of shipping and the prevention of ship-sourced pollution. Its main role is to provide assistance to the European Commission and Member States in the proper development and implementation of EU legislation on maritime safety, pollution by ships and security on board ships. In addition, EMSA has operational tasks in the field of oil pollution preparedness and response, pollution detection and vessel traffic monitoring.

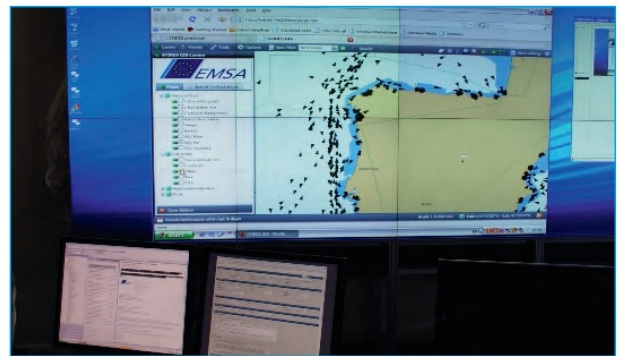


HOW DOES EMSA HELP THE FISHING INDUSTRY?

Maritime safety and prevention of pollution by ships legislation can have direct implications for fishermen's daily lives. EMSA's activities in the area of shipping aim to improve Europe's safety record, in terms of reducing the incidence and severity of shipping accidents. In particular, EMSA helps to increase Europe's preparedness for maritime incidents such as collisions, oil spills and other ship-sourced pollution. Inter alia, EMSA audits classification societies to encourage the quality construction, maintenance and operation of merchant shipping, and conducts checks on how seafarers are trained. Also, EMSA – in close

cooperation with Member States – develops data exchange systems that enable Coastal States to keep a watchful eye on ships in their waters and to intervene rapidly and effectively in case of incidents. These systems help to ensure that Member States are exercising due vigilance with ships operating in European waters. All of this is vital to ensure clean seas, which in turn are vital for those who want to fish, farm and sell high quality sea products.

SAFESEANET – A SINGLE VIEW OF MARITIME TRAFFIC USING AIS BROADCASTS



Operated by EMSA, the European Community maritime information and exchange system, [SafeSeaNet](#), enables the receipt, storage, retrieval and exchange of AIS information for the purpose of maritime safety. AIS was originally developed as an anti-collision instrument, but by collecting AIS information through a chain of coastal stations covering the entire EU coastline, AIS can also be beneficial for port and maritime security, marine environment protection and the efficiency of maritime traffic and maritime transport. SafeSeaNet comprises a network of national SafeSeaNet systems in Member States, with a SafeSeaNet central system acting as a nodal point. Under Directive 2002/59/EC, fishing vessels with a length of more than 45 metres are already obliged to broadcast AIS messages. A revised directive, 2009/17/EC, was published in April 2009, and this obliges fishing vessels with overall length over 15 metres to install AIS systems and broadcast AIS positioning data, with the following deadlines: 31 May 2012, for fishing vessels 24-45 metres; 31 May 2013, for fishing vessels of over 18-24 metres; 31 May 2014, for fishing vessels of 15-18 metres. New built fishing vessels longer than 15 metres are subject to the carrying requirement from 30 November 2010. Increasingly, AIS broadcast devices are being installed voluntarily on other types of vessel, such as pleasure craft, as a means to increase safety.



FISHING VESSELS IN 48% OF COMMERCIAL VESSEL SINKINGS

The Agency has published statistics on maritime accidents in-and-around EU waters for the years 2007 and 2008. EMSA's findings provide an indication of just how dangerous an activity fishing can be. In 2008, 29 fishing vessels were recorded as having sunk (up from 27 in 2007), the majority off the Atlantic coast. Most of these occurred off the UK, Spain, France and Ireland, and as with several other categories of accident, most happened in severe weather conditions in the colder months of the year. Bearing in mind that the size of EU fishing fleet has been shrinking for some years and that sinkings were recorded for fishing vessels under 50 gt only, the figures show that fishing vessels nevertheless accounted

for almost 11% of all vessel accidents in-and-around EU waters (no change from 2007), and that fishing vessel sinking represented around 48% of the total number of vessels which sank (slightly higher than in 2007). 30 crew members were reported to have died in fishing vessel accidents during the year (one less than in 2007), which represented almost 37% of all deaths on board vessels in and around EU waters.



LRIT – FOR COMMUNICATING VESSEL POSITION AT LONG RANGE

EMSA also operates a long range vessel monitoring system on behalf of Member States, known as the European Union Long Range Identification and Tracking Data Centre (EU LRIT DC). The EU LRIT DC is a worldwide software service to enable the monitoring of positions of all ships operating under flags of EU Member States via satellite communication. While, unlike for merchant ships, the SOLAS convention does not oblige fishing vessels to broadcast this LRIT information, the technology could benefit the fishing industry, in terms of the potential for voluntary submission of data. For example, fishing vessels might benefit from keeping authorities informed about their whereabouts in the framework of monitoring fishing efforts (e.g. for protection of species) or when fishing vessels are working in areas where a security risk exists (piracy, hijacking, theft etc.). Naturally, fishermen do not like to share with competitors the location of their best fishing areas. In both the cases above, the EU LRIT DC ensures confidentiality of data. This voluntary reporting might also apply to pleasure craft, especially those crossing oceans.

OIL SPILL RESPONSE VESSELS

EMSA helps EU Member States to keep their seas clean. Experience with major tanker incidents such as the Prestige and Erika disasters has shown that Europe's national oil recovery fleets are not sufficient to fight a large-scale oil slick far from the sea shore. EMSA has therefore contracted a fleet of 16 merchant vessels around



Europe, usually coastal tankers or supply ships, which are equipped with the necessary pollution equipment. These help 'top up' the oil spill response resources of Member States. The EMSA-contracted ships participate regularly in international oil spill response exercises, together with resources at disposal of the Member States. The system has generally improved preparedness for major disasters in Europe. One example, is the supply ship Ria de Vigo, based in Galicia, which can be called upon to support any oil recovery operation off the Iberian coast.

CLEANSEANET – TO TRACK OIL SPILLS

Oil spills occur in Europe every day. Most are minor, but together large numbers of small spills can have severe consequences for the marine environment. To track these occurrences of oil spills – accidental or 'operational' (e.g. from ships cleaning their tanks or holds) – EMSA uses its CleanSeaNet system to identify and track oil spills by satellite. This system, together with vessel monitoring data and coastguard checks, serve to identify those vessels which are responsible for pollution. This evidence can in turn lead to appropriate action being taken at Member State level. By increasing the likelihood of merchant ships 'being caught polluting', CleanSeaNet contributes to a culture of prevention as regards marine pollution. Thus CleanSeaNet encourages responsible behaviour by merchant shipping towards those who share the seas, such as fishermen, coastal tourist resorts, and marine wildlife.



MARITIME SAFETY IN THE FISHING INDUSTRY

OTHER EU MARITIME SAFETY LEGISLATION INVOLVING FISHING VESSELS

Adoption of safety standards for seagoing fishing vessels over 24 metres

Directive 97/70/EC establishes standards for the design, construction, maintenance, surveys, certificates and control provisions for ships over 24 metres flying the flag of an EU Member State, operating in the internal waters or territorial sea, or landing their catch in the port of a Member State. It targets a level playing field for competition among ships, prohibiting fishing vessels flying the flag of a third country from operating in Member States' waters or territorial seas, or landing their catches in their ports, unless they are compliant as certified by their flag State administration.

Port reception facilities



Ports have historically not offered sufficient waste reception facilities, leading to widespread dumping of waste at sea, to the detriment of the marine environment. Directive 2000/59/EC plans, inter alia, that adequate port reception facilities for ship-generated waste and cargo residues should meet the needs of users, from the largest merchant ship to the smallest fishing vessel. Waste from fishing vessels may be handled by the port reception facilities without prior notification.

Investigation of accidents

Directive 2009/18/EC, in order to improve maritime safety and the prevention of pollution by ships, facilitates the expeditious holding of safety investigations and proper analysis of marine casualties and incidents in order to determine their causes. It must ensure the timely and accurate reporting of safety investigations and proposals for remedial actions. The Directive includes fishing vessels with a length of more than 15 metres.

FISHING ACCIDENTS IN 2008: 24 FATALITIES IN 4 ACCIDENTS

8 crew members were lost and 5 were hospitalised after the 78 dwt fishing trawler **Rosamar** sank in heavy seas with 5-6 metre waves in the Bay of Biscay around 40 km north-west of the port of San Cibrao, north-western Spain, on 5th December 2008. The survivors were airlifted to a hospital and told the authorities that the trawler sank very quickly.



6 crew members lost their lives after the 100 gt fishing trawler **Beverina** sustained engine breakdown, took on water and sank in high winds and heavy seas around 5 km off the port of Liepaja, Latvia, on 2nd December. As in many such cases, the stormy conditions made the search and rescue operation very difficult.

In a third trawler accident, one crew member was rescued, but 6 were reported lost after the 24 metre fishing trawler **La Petite Julie** 1 sank off L'île Vierge, Brittany, on 7th January. The French authorities said that a collision with a larger vessel was the most likely cause of the sinking.

4 crew members died and one was severely injured after the swordfish boat **Simshar** had an explosion and fire on board and sank off the coast of Malta on 11th July. As the fire kept them from accessing life saving equipment, all 5 crew members abandoned ship in a raft made from floats, but only one survived the 7 days before being rescued by a search vessel.

Assessment of maritime training centres

It is estimated that in the great majority of cases, human factors are at the origin of marine accidents. Adequate training is vital in helping encourage sound decision-making in emergencies. EMSA assesses the quality of education in merchant navy academies and training centres around the world. Since merchant shipping officers sometimes move to fishing activities, and vice versa, these assessments are relevant to the entire seafaring population.

SUPPORTING ONGOING LEGISLATION

It is no longer sufficient to simply attribute lives lost and sunken ships to the 'perils of the sea'. For example, further initiatives are underway at European level as regards the training of seafarers on safety issues. The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F 1995) has not yet been implemented, due to a lack of a sufficient number of ratifications at IMO level. Nonetheless, many Member States are keen to fast-track this legislation, and once any EU legislation comes into force, EMSA will be able to support Member States and the European Commission as appropriate.