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# MCA Fishing Safety Strategy

Royal Institution of Naval Architects  
2<sup>nd</sup> Forum on  
Small Fishing Vessel Safety  
London 18 Sept 2013

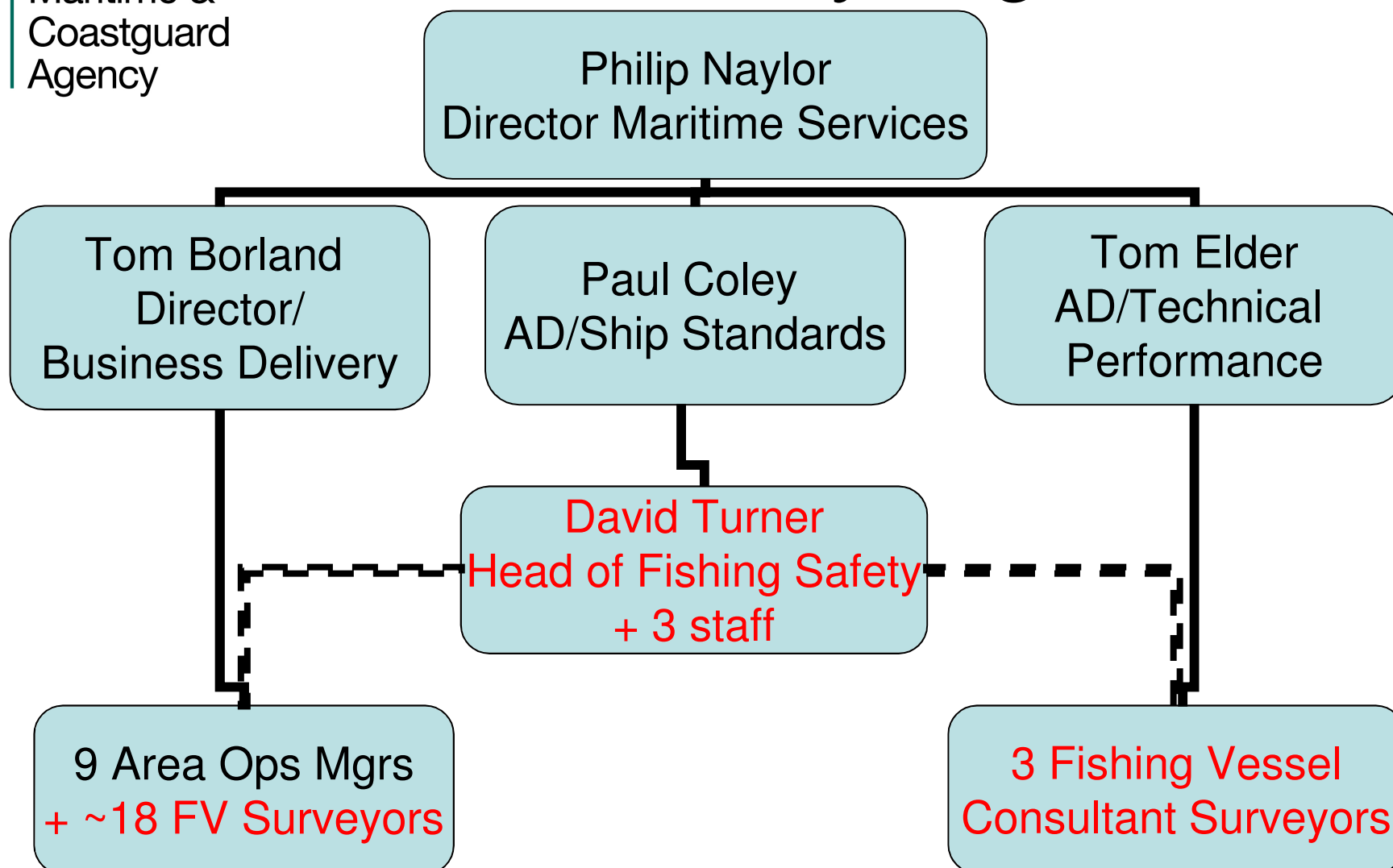
**Simon Milne, Manager, Vessel Standards Branch  
Directorate of Maritime Standards, Maritime and Coastguard Agency**

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# MCA FV Safety Organisation



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# Current Concerns

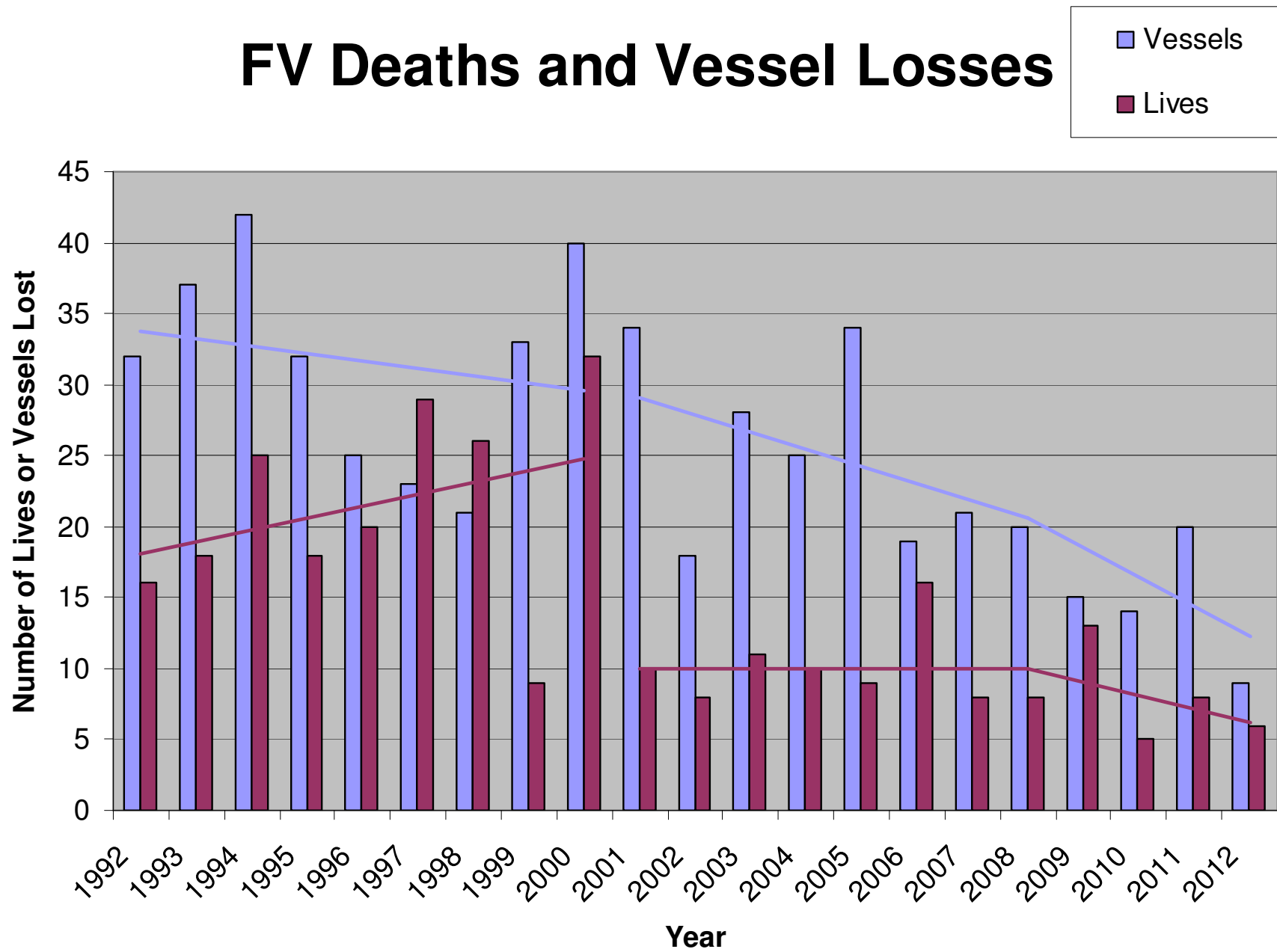
Fishing is “the most dangerous industry in the UK”

The risk of serious injuries and deaths are accepted by a significant number of fishermen as “part of the job”

1 in 213 fishermen can expect a serious injury or death each year

Roughly 10 deaths per year, out of about 10,000 full time fishermen

# FV Deaths and Vessel Losses





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# Why a Strategy?

- MCA is a regulator
- You can only regulate by consent
- Regulations reflect the “cultural norm”
- Cultural change has to come first



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# MAIB Fishing Safety Review 2008

- Recommendation 2008/173:
  - Develop coherent resourced plan to address unacceptably high fatality rate;
  - Align FV Codes with the higher standards of the Workboat Code;
  - Apply H&S regs. to fishermen regardless of contractual status on board;
  - Strongly apply safety training requirements;
  - Use of PFDs and Personal Locator Beacons
  - Govt. agencies (MCA, MMO, DEFRA (& devolved admins) to work together for safety

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# Fishing Industry Safety Group

- Ministerial Committee
- Comprises Fishermen's Federations and Govt, RNLI, Mission, other industry reps.
- Advises on fishing issues, and discusses and agrees safety matters.
- Strategy has been shared with FISG.



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# Captain David Turner

## MBA FCMI MNI

### Head of Fishing Safety



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# Aim to Succeed

Regulatory framework deals with  
“failure”

Need to set people up to succeed

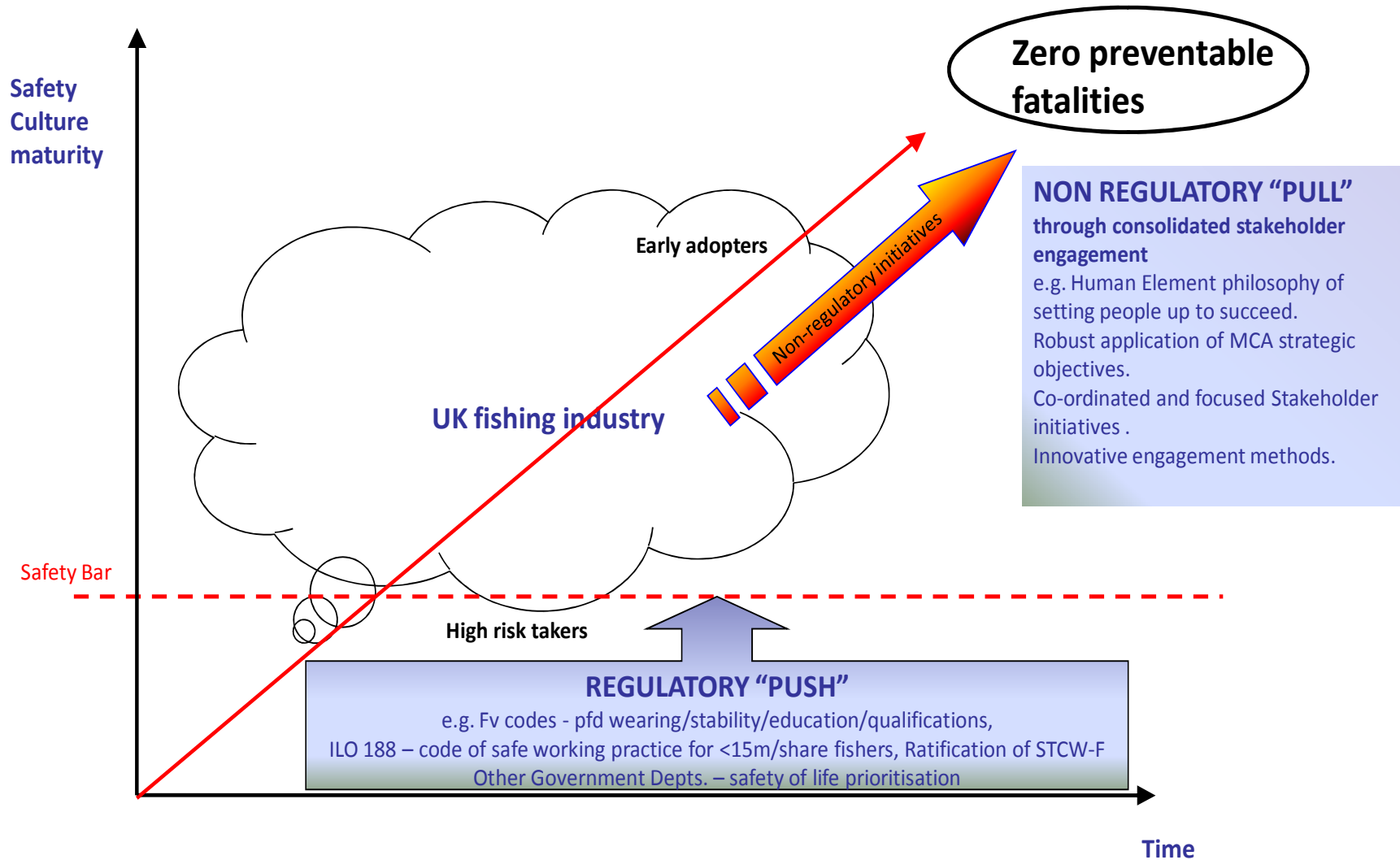


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# Nobody Dies on My Boat

- What does “good” look like?
- Aim for zero preventable deaths
- An industry that –
  - believes deaths and injuries are avoidable
  - That has better, safer and exportable boats
  - That offers attractive employment, and opportunities to work in the wider shipping industry

## Improving Safety Culture in the fishing industry





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## Short term: Years 1 - 2

- PFD and PLB use – SFF, NIF, Mission
- Prioritise MCA workload to ensure effective FV survey effort; focus on inspection and enforcement
- Update FV Instructions to Surveyors
- Improve surveyor training- fishing methods; hull and mchy. surveys; accident follow-up



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## Short term: Years 1 - 2

- Review and adopt foreign best practice
- Develop FISG as a brand
- Support Seafish training schemes
- Consistent crew training and drills
- Alternative FV Safety Codes – encourage higher standards
- Improved liaison with fishing communities



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## Medium Term: Years 3 - 5

- PFD wear mandatory?
- Encourage <15m sector to become financially self-sustaining and take a more business-oriented attitude to safety
- Consider applying H&S legislation to fishing vessels



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## Medium Term: Years 3 - 5

- More use of Seafish, class societies, CAs
- Consider reporting of crew lists on sailing
- New Code based on Workboat Code
- Influence of retail sector “Sustainably and safely caught fish”
- Further develop Safety Management



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## Long term: Years 5 - 10

- More robust stability criteria
- AIS to monitor location of vessels at sea
- Revise fishing licence regimes so they are not dependent on vessel length criteria
- Unclassed FVs – improve survey regime
- Encourage better fishing vessels and fishing techniques
- Improve weather forecasting





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# New <24m Code

- Originates with MAIB 2008 recommendation
- Why are FVs different to Workboats?
- Planned for 2016 !



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# Four principal themes

- Qualified Skipper for every FV
- Freeboard and stability requirements
- Risk assessed on distance from safe haven
- Mandatory surveys



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# Qualified Skippers

- Similar scheme to that for workboats – based on distance from safe haven
- Qualifications to range from e.g Powerboat Level 2 upwards to FV Skipper
- Fast-track approach for existing experienced skippers



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# Annual And Renewal Surveys

- <15m vessels currently have no hull and machinery surveys in service
- Use CAs for annual surveys on higher risk vessels.
- Annual survey by owner of low risk vessels
- MCA surveyors focus on operational, drills, training, safety management, and enforcement.



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# Mandatory Freeboard & Stability Criteria

- Possibly similar to current workboat standards – ie varies from simple heel test to full stability depending on risk profile
- Simple system perhaps based on Wolfson freeboards, roll test plus load limits.
- Full stability book approved by CAs “for form and content”



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# 2016 Code

Critically dependent on FISG support and industry engagement

Fishermen need to be able to see the benefits of the new standards, in terms of better and more profitable fishing vessels

It is a key part of delivering the strategy objectives

A suitable vehicle for incorporating RINA safety proposals



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## 2<sup>nd</sup> Forum on Small Fishing Vessel Safety

# MCA Fishing Safety Strategy

# THE END

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